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SUPPLEMENT No. 7—1954

RELATING TO THE

# Mediterranean Pilot

VOL. IV

**WILSON  
ANNEX**

SEVENTH EDITION, 1941

CORRECTED TO 18th JANUARY, 1954

**Whenever reference is made to the Pilot  
this Supplement must be consulted**

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LONDON

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**1954**

*Gratis to purchasers of Mediterranean Pilot, Vol. IV*



## ADVERTISEMENT TO SUPPLEMENT No. 7.

This Supplement has been compiled by Commander G. C. Glen, D.S.O., O.B.E., R.N., from information received in the Hydrographic Department of the Admiralty since the publication, in 1941, of the seventh edition of the Mediterranean Pilot, Vol. IV.

This Supplement should be retained intact for reference ; its existence is to be entered on the tabular form inside the cover of the Pilot.

**Whenever reference is made to the Pilot, this Supplement must be consulted.**

Attention is drawn to the portions which differ from the *previous Supplement* and which are indicated in the following manner :—

Additions or alterations are enclosed by broad square brackets in heavy type.

Deletions are indicated by a heavy horizontal line.

Supplement No. 6, 1952, is hereby cancelled and all information affecting the Mediterranean Pilot, Vol. IV, contained in Notices to Mariners, up to and including No. 135 of 1954, has been embodied in this Supplement ; for temporary and preliminary Notices to Mariners affecting this edition, the list of temporary and preliminary Notices to Mariners in force, published monthly in the complete weekly edition of the Admiralty Notices to Mariners, should be consulted.

A. DAY,  
*Vice-Admiral,*  
*Hydrographer of the Navy.*

*Hydrographic Department,*  
*Admiralty, London.*  
*18th January, 1954.*

~~1562985~~

*relating to the*

# MEDITERRANEAN PILOT

## VOL. IV

Seventh Edition, 1941

(Corrected to 18th January, 1954)

**Front fly-leaf, Cautionary Notice.**—Section (2), line 7: *After* “vessel” *insert* “, Traffic Control vessel”

*After* Section (3) *insert* :—

Vessels are particularly warned not to enter a declared “*Dangerous area*” or approach boom defences without permission, nor to anchor or remain stopped in a dangerous area or prohibited anchorage unless specially instructed so to do.

Section (4), line 2: *After* “examine” *insert* “individual” and *For* “abroad.” *read* “abroad and to control traffic generally. This is the function of the Examination Service. Where Traffic Control vessels take the place of Examination vessels their authority is the same.”

Section (7), line 1: *For* “steamer” *read* “vessel or Traffic Control vessel”

Line 4: *For* “Steamers” *read* “vessels or Traffic Control vessels”

Section (9), line 3: *For* “Steamer” *read* “vessel or Traffic Control vessel”

*After* Section (12) *insert* :—

**CAUTION.**—Mariners should always consult Admiralty Notice to Mariners No. 1 of the current year for the latest information on the subjects mentioned above.

**Page facing front fly-leaf.**—Last line: *For* “1, 4 and 7” *read* “1-18”

**Title page.**—*Delete* “ALL BEARINGS ARE TRUE”

**Page to face page ii.**—First paragraph, line 1: *For* “ALL TRUE” *read* “REFERRED TO THE TRUE COMPASS”

Fourth paragraph, line 1: *For* “NAUTICAL” *read* “SEA-”

Fifth paragraph, line 2: *For* “NAUTICAL MILE.” *read* “SEAMILE. IT IS OFTEN ACCEPTED AS BEING ONE TENTH OF A NAUTICAL MILE.”

**Page iii.**—Sixth paragraph, lines 3-4: *For* “nautical miles” *read* “sea-miles”

Penultimate paragraph.—Lines 2-3: *For* “Admiralty, London, S.W.1” *read* “Hydrographic Supplies Establishment, Creechbarrow House, Taunton, Somerset”

**Page vii.**—LIST OF VIEWS.—*Delete* :—

Tourlitis islet lighthouse . . . 162

**Page viii.—LIST OF VIEWS.—Delete :—**

Kum burnu lighthouse . . . . .	264
[Colonna rocks lighthouse . . . . .	265]

**Page ix.—Glossary of Greek terms.—Insert in appropriate positions :—**

<b>[Akrotíriou . . . . .</b>	Cape, promontory ;	<b>Alikí . . . . .</b>	Salt pan. ]
<b>Ammos . . . . .</b>	Sandy ;	<b>Anáktora . . . . .</b>	Palace ;
<b>Anatolik-ós, í, ón . . . . .</b>	Eastern ;	<b>Angáli . . . . .</b>	Bight, open bay ;
<b>Angirotíon . . . . .</b>	Anchorage ;	<b>[Áno, Apáno, epáno, páno . . . . .</b>	
<b>Upper ; ] Apováthra . . . . .</b>	Landing place, wharf ;	<b>Arkhai-ós, a, on . . . . .</b>	Ancient ;
<b>Avkhín . . . . .</b>	Neck, pass ;	<b>[Dhéndron . . . . .</b>	Tree ; ]
<b>Dhexamení . . . . .</b>	Dry-dock, cistern, reservoir ;	<b>[Dhiávasis . . . . .</b>	Crossing, pass ; ]
<b>Dhiórigma, Dhiórix . . . . .</b>		<b>Canal ; Dhitik-ós, í, ón . . . . .</b>	Western ;
<b>Dhivári . . . . .</b>	Fishery ;	<b>Dhrómos . . . . .</b>	Road ;
<b>Ekklesiá . . . . .</b>	Church ;	<b>Ekvolí . . . . .</b>	Mouth (of a river) ;
<b>Élos . . . . .</b>	Marshy ;	<b>[Epáno . . . . .</b>	Upper ; ]
<b>Epínion . . . . .</b>	Small port ;	<b>Ergostíon . . . . .</b>	Factory ;
<b>Erípion . . . . .</b>	Ruin ;	<b>[Éso . . . . .</b>	Inner ; ]
<b>Évripos . . . . .</b>	Tidal channel ;	<b>Exédhra . . . . .</b>	Jetty ;
<b>[Éxo . . . . .</b>	Outer ; ]	<b>Exokklísiou . . . . .</b>	Chapel ;
<b>Fábrica . . . . .</b>	Factory ;	<b>[Fanári, Fanós . . . . .</b>	Lantern, lamp, light, lighthouse ; ]
<b>Fréar . . . . .</b>	Well ;	<b>Fróirion . . . . .</b>	Fort ;
<b>Gremnós . . . . .</b>	Cliff, precipice ;	<b>Ídhrevsis . . . . .</b>	Water supply ;
<b>Ídhríon . . . . .</b>	Pipeline ;	<b>Ífálmir-ós, a, on . . . . .</b>	Brackish ;
<b>Íformos . . . . .</b>	Roadstead ;	<b>Ipsil-ós, í, ón . . . . .</b>	High ;
<b>[Ípsoma . . . . .</b>	Height (elevated ground) ;	<b>Ísioma, Ísoma . . . . .</b>	Level ground ;
<b>Isthmós . . . . .</b>	Isthmus ;	<b>[Kai . . . . .</b>	and ;
<b>Kalívia . . . . .</b>	Huts ; ]	<b>Kámbos . . . . .</b>	Field, plain ;
<b>Kapnodhókhos . . . . .</b>	Chimney ;	<b>Katafan-ís, és . . . . .</b>	Conspicuous ;
<b>Kataffíon . . . . .</b>	Refuge ;	<b>Katarráktis . . . . .</b>	Waterfall ;
<b>[Káto . . . . .</b>	Lower ; ]	<b>Kháni . . . . .</b>	Inn ;
<b>Kharádhra . . . . .</b>	Ravine ;	<b>Khártis . . . . .</b>	Chart ;
<b>[Khímarros . . . . .</b>	Torrent ; ]	<b>Khoiradhódh-is, es . . . . .</b>	Shoal with rocks awash ;
<b>[Khóra . . . . .</b>	County, region, main town of an island ; ]	<b>Klímax . . . . .</b>	Scale (of a chart) ;
<b>Klisoura . . . . .</b>	Pass, defile ;	<b>Kómi, Komópolis . . . . .</b>	large village [county] town ;
<b>Korifí, Korfi . . . . .</b>	Peak, summit ;	<b>Krimnós . . . . .</b>	Cliff, precipice ;
<b>[Lákka, -kos . . . . .</b>	Pit, water course ; ]	<b>Langádha . . . . .</b>	Pass, deep valley ;
<b>[Limnothálassa . . . . .</b>	Lagoon ;	<b>Livádhi . . . . .</b>	Meadow ; ]
<b>Loffskos, Lófos . . . . .</b>	Hillock, hill ;	<b>[Lóngos . . . . .</b>	Wood, grove ;
<b>Loutrá . . . . .</b>	Spa (baths) ;	<b>Mangoula . . . . .</b>	Mound ;
<b>Makrís, í . . . . .</b>	Long, tall ;	<b>Makriá . . . . .</b>	Far ;
<b>Mándra . . . . .</b>	Sheepfold ;	<b>Mésa, -sion, -son . . . . .</b>	Middle ;
<b>Metókhion . . . . .</b>	Farm ; ]	<b>Mílion . . . . .</b>	Mile ;
<b>[Mílos . . . . .</b>	Mill ; ]	<b>Míti . . . . .</b>	Cape ;
<b>Mitrópolis . . . . .</b>	Cathedral ;	<b>Mólos . . . . .</b>	Breakwater, mole ;
<b>Náos . . . . .</b>	Church, temple ;	<b>Neró . . . . .</b>	Water ;
<b>Nosokomíon . . . . .</b>	Hospital ;	<b>[Nótios . . . . .</b>	Southern ; ]
<b>Odhos . . . . .</b>	Road, street ;	<b>Oikía . . . . .</b>	House ;
<b>Okhírosis . . . . .</b>	Fortification ;	<b>[Opíso, piso . . . . .</b>	Behind ; ]
<b>Óra . . . . .</b>	hour ;	<b>Orin-ós, í, ón . . . . .</b>	Mountainous ;
<b>Ormískos . . . . .</b>	Cove, small bay ;	<b>[Oropédhion . . . . .</b>	Plateau ; ]
<b>Pandhokhíon . . . . .</b>	Inn ;	<b>Paralía, Parálion . . . . .</b>	Coast ;
<b>[Perá . . . . .</b>	Further ;	<b>Períkhora . . . . .</b>	Surroundings ;
<b>Petrórhdis, is, es ] . . . . .</b>	Stony ;	<b>Pigádhi . . . . .</b>	well

*Page ix continued.*

Pirovolfion . . . Battery (of guns); Pirsós, Pirsorís . . .  
 Beacon, floating beacon; [Píso . . . Behind; Piyí . . .  
 Spring, fountain; Póros . . . Ford, passage; Porthmos . . .  
 Narrows of a strait; Pórtó . . . Small harbour; Poúnda . . .  
 Cape, point; [Psil-ós, í, ó, Psíloima . . . High, tall, height  
 (elevated ground); [Rákhi, rákhas . . . ridge]; Réma,  
 Rémma, Révma . . . Current, stream; Ríax . . . Brook;  
 [Sidhiródhromos . . . Railway; [Simandí . . . Buoy;  
 [Sinoikismós . . . Settlement; [Sírtis . . . Quicksand;  
 [Spílaion, spiliá . . . Cave; [Spíti . . . House; [Stathmós  
 . . . Station; Stenopós . . . Narrow pass; [Stróvilos . . .  
 Eddy, whirlpool; Takhidhromíon . . . Post Office; Télma  
 . . . Swamp; Teloníon . . . Customs house; [Tenagós  
 . . . Pond, fen; Toúmba . . . Mound; [Trokhalos . . .  
 Cairn; Váltos . . . Marsh; Vathmídhēs . . . Steps; Váthos,  
 Vath-ís, ía, í . . . Depth, deep; Vorin-ós, í, ó, Vór-ios,  
 ía, ion . . . Northern; Vrakíon . . . Arm (of a river);  
 Vrísi, Vrísis . . . Spring, running water; [Yaianthrakapothíki  
 . . . Coal store; [Yéfira . . . Bridge; Yéranos . . .  
 Crane; Yialós . . . Shore.

*For "Áyios, -a . . . Saint" read "Áyios, ía, ion, etc. . . .  
 Saint, holy"*

*For "Dhiávlos" read "Dhíavlos"*

*For "Kefála" read "Kefála, -li"*

*For "Khoríon" read "Khoríon, khoríó"*

*For "Hamlet" read "Village or hamlet"*

*For "Limní" read "Límnī"*

*For "Nísis . . . Islet; Nísos . . . Island" read "Nisáki  
 or Nisís . . . Islet; Nisídhēs (pl. of Nisís) . . . Islets;  
 Nisí or Nísos . . . Island; Nisiá (pl. of Nisí) . . . Islands;  
 Nísoi (pl. of Nísos) . . . Islands"*

*For "Stone" read "Rock, stone"*

*For "Landing-stage, quay" read "Quay, stairway, small port"*

**Page x.—Glossary of Turkish terms.**—*Insert in appropriate positions:—*

Ab, Ap . . . Water; Ak . . . White; Akar su . . .  
 Running water; Alámet . . . signal, sign, beacon; Anafor  
 . . . Counter-current; Batak . . . Swamp, marsh, quick-  
 sand; Bati . . . West, west wind; Bel . . . Pass;  
 Berzah . . . Isthmus, strait; Beyaz . . . White; Bora  
 . . . Sudden storm; Buz . . . Ice; Cami . . .  
 Mosque; Cankurtaran . . . Life-saving, rescue, lifeboat-man;  
 Cenub, Cenup . . . South; Cenubî . . . Southern; Cereyan  
 . . . Current; Cezri Kâmil . . . Low water spring tides;  
 Cu . . . River; Dalgakıran . . . Breakwater; Dalyan . . .  
 Fishery, enclosed water for netting fish; Demiryeri . . . Anchorage;  
 Deniz toyyare meydanı . . . Sea-plane anchorage; Der-  
 bent . . . Defile, pass; Derin . . . Deep; Derinlik . . .  
 Depth; Dik . . . Steep, perpendicular; Direk . . . Post,  
 pillar, flagstaff, mast; Doğu . . . East, sunrise; Dok . . .  
 Dock; Döküntü . . . Reef; Duba . . . Pontoon; Eski  
 . . . Old, ancient; Ev . . . House; Firt . . . Mountain-  
 pass; Firtına . . . Storm; Garb, Garp . . . West;

*Page x continued.*

Garbî . . . Western ; Greçit . . . Pass, defile, ford ; Gemi yatağı . . . Berth (of ship) ; Girdab, Girdap . . . Whirlpool ; Gümrük . . . Customs ; Gün doğrusu . . . East, east wind ; Gurup . . . West ; Harabe . . . Ruins ; Hastahane, Hastane . . . Hospital ; Havuz, Havza . . . Dock ; Hisar . . . Fortress, rampart ; İçecek su, içilecek su . . . Drinking water ; Irmak . . . River (big) ; Irtifa . . . Height, altitude, elevation ; Kadim . . . Ancient ; Kantara . . . Arch, bridge ; Kare . . . Isolated hill, rock ; Kariye . . . Village ; Kasaba . . . Small town ; Kava . . . Desert ; Kıyı . . . Shore-coast ; Köprü . . . Bridge ; Kûh . . . Mountain ; Kumsal . . . Sandy beach, sandbank ; Kuru . . . Dry ; Limanreisi . . . Harbour Master ; Lodos . . . South-west, south-west wind ; Mabed, Mabet . . . Temple ; Mansab, Mansap . . . Estuary, river mouth ; Meddi kâmil . . . High tide ; Mekân . . . Dwelling ; Menba . . . Source, spring ; Mendirek . . . Mole ; Mercan . . . Coral ; Mesken . . . Dwelling ; Minare . . . Minaret ; Muhtar . . . Head man of a village ; Nişan . . . Beacon ; Nisi . . . Island ; Pınar . . . Spring, fountain ; Resif . . . Reef ; Rud . . . Running water, river ; Sahil . . . Shore, coast ; Siğ . . . A shoal ; Siyah . . . Black ; Sığlık . . . Bank, shoal, shallow ; Su . . . Water, river, stream ; Su akıntısı . . . Current ; Susuz . . . Waterless, arid ; Şamandıra . . . Buoy ; Şark . . . East ; Şati . . . River bank, seashore ; Şehir . . . Town, city ; Şimalî . . . Northern ; Takımada . . . Group of islands ; Tarik . . . Road, route ; Tatle . . . Sweet, fresh ; Topuk . . . Bar, sandspit ; Vaha . . . Oasis ; Viran . . . Ruined ; Yalman . . . Peak ; Yar . . . Cliff, precipice, abyss ; Yarımada . . . Peninsula ; Yıldız . . . Star, North, North wind ; Yol . . . Channel ; Zirve . . . Summit, peak.

*For " Buk . . . Creek " read " Buk . . . Bay, creek "*

*For " Sarp . . . Cliff " read " Sarp . . . Steep "*

*For " Taslık . . . Stony " read " Taşlık . . . Stony ground "*

**Page xi.**—Line 2 : *Delete and substitute :—*

1. Turkish words may be modified by suffixing participles which must be hard or soft according to harmony.

Lines 5-6 : *Delete.*

Line 7 : *Delete* " Tuz, salt ; tuzlu, salty " and *substitute* " (1) Tuz salt ; Tuzlu, salty. (2) Şehir, town ; Şehirli, town dweller "

Line 9 : *Delete* " Gemi, ship ; gemici, sailor " and *substitute* " (1) Gemi, ship ; gemici, sailor. (2) Liman, harbour ; Limanlık, calm of air and water."

Lines 12-16 : *Delete and substitute :—*

2. When one noun is followed by another which it owns, it places its mark of ownership upon the second word by adding a suffix -ı, -u (hard), -i, -ü (soft) after a consonant, or after a vowel -sı, -su (hard), -si, sü (soft), as :—Papas, priest ; iskele, quay ; Papas iskelesi, priest's quay. Tuz, salt ; göl, lake ; Tuz Gölü, Lake of salt.

As an adjective cannot own a noun, the noun following it is never given this suffix, as :—Büyük, big ; Büyük sandal, big boat.



*Page xi continued.*

Line 18 : For “ ‘ a ’ in hart ” read “ (1) ‘ a ’ in answer. (2) ‘ a ’ in anonymous ”

Line 19 : For “ ‘ a ’ in cat ” read “ (1) ‘ a ’ in hart. (2) ‘ a ’ in cat. (3) after ‘ k ’ or ‘ g ’ as kia, gia.”

Line 26 : For “ ‘ e ’ in eel ” read “ ‘ i ’ in vintage. f . . . ‘ ee ’ in eel ”

Line 29 : For “ ‘ o ’ in hold ” read “ ‘ o ’ in olive ”

Line 32 : For “ ‘ oo ’ in ooze ” read “ ‘ u ’ in bull. û . . . ‘ oo ’ in ooze ”

Line 33 : For “ ‘ e ’ in yew ” read “ ‘ ui ’ in (Scotch) guid ”

**Page xii.—Glossary of Italian terms.**—*Insert* in appropriate positions :—

Acqua . . . Water ; Aguglia . . . obelisk ; Alto . . . High, above ; Ancoraggio . . . Anchorage ; Antico . . . ancient ; Anza . . . Cove ; Azzuro . . . Blue ; Bocca . . . Mouth, estuary ; Casa . . . House ; Cima . . . Summit ; Città . . . Town, city ; Corno . . . Peak ; Croce . . . Cross ; Fiume . . . River ; Foce . . . Mouth ; Mandracchio . . . Basin, dock ; Manica . . . Channel ; Mezzodi . . . South, noon ; Norde . . . North ; Ovest . . . West ; Paese . . . Country ; Piccolo . . . little, small ; Pietra . . . Stone, rock ; Poggio . . . Hill, slope ; Ponente . . . West ; Ponte . . . Bridge ; Rada . . . Roadstead ; Ripa . . . Shore ; Rosso . . . Red ; Rupe . . . Rock ; Sopra . . . On, upon ; Sotto . . . Under ; Sponda . . . Shore ; Testa . . . Head ; Tra . . . Between ; Vano . . . Bay ; Vecchio . . . Old.

**Pages xiii-xvi.**—*Note.*—In certain copies of this volume the System of Orthography has been omitted. Supplement amendments to pages xvii-xxxiv will, therefore, refer to pages xiii-xxx in these copies.

**Page xvii.**—*[Above “ INFORMATION RELATING TO ADMIRALTY CHARTS AND PUBLICATIONS, AND GENERAL NAVIGATION ” insert :—*

#### LAWS AND REGULATIONS APPERTAINING TO NAVIGATION.

*While, in the interests of the safety of shipping, the Admiralty make every endeavour to include in their hydrographic publications details of the laws and regulations of all countries appertaining to navigation, it must be clearly understood :—*

- (a) *that no liability whatever can be accepted for failure to publish details of any particular law or regulation, and*
- (b) *that publication of the details of a law or regulation is solely for the the safety and convenience of shipping and implies no recognition of the international validity of the law or regulation.* **]**

Line 20 : Delete “ Chief ” to “ Supplies ” and substitute “ Hydrographic Supplies Establishment ”

**Page xviii.**—Lines 10-11 : Delete “ Chief ” to “ Supplies ” and substitute :—

“ Hydrographic Supplies Establishment ”

**Page xx.**—Lines 1-2, 32, 51 : *Delete* “ Chief ” to “ Supplies ” and *substitute* : “ Hydrographic Supplies Establishment ”  
 Lines 7 and 10 : *For* “ Radio ” *read* “ Wireless ”

**Page xxi.**—Lines 8-31 : *Delete and substitute* :—

**2. The Admiralty List of Lights, Fog Signals and Visual Time Signals.**—The Admiralty List of Lights, Fog Signals and Visual Time Signals for the world is issued in twelve volumes divided geographically as shown on the index chart at the beginning of each volume.

Light-buoys are *not* included in the List.

The volumes are normally published annually, commencing with Volume 1 in January and ending with Volume 12 in December. Supplements to these volumes are not issued.

Each volume is issued with an inscription on its cover and title page stating the date to which the volume has been corrected which is approximately six weeks prior to the date of its issue. Permanent and temporary corrections or additions to each volume which may occur between the date of correction and date of issue, are promulgated by Section III of Admiralty Notices to Mariners.

**Amendments.**—Important amendments are promulgated in Admiralty Notices to Mariners. In Section III of each Weekly Complete Edition of these Notices will be found all additions and alterations made to Lights, Fog Signals and Visual Time Signals by the Notices issued during the week affected.

Corrections to the Light Lists should be made in pencil, or extracted from Section III and pasted in the appropriate volume.

**Note.**—Corrections are not made in copies of the Lists of Lights, etc., stocked by the Hydrographic Supplies Establishment, Admiralty Chart Agents or the Admiralty Chart Depots, and copies received from these sources should accordingly be corrected from the weekly editions of the Notices to Mariners before being brought into use.

Line 54 : *For* “ Importation ” *read* “ Important ”

Line 55 : *For* “ IV ” *read* “ VI ”

**Page xxli.**—Line 1 : *For* “ IV.” *read* “ VI ”

Lines 3-4 : *Delete* “ Chief ” to “ Supplies ” and *substitute* “ Hydrographic Supplies Establishment ”

**Page xxvi.**—Lines 34-35 : *Delete* “ wireless ” to “ from ” and *substitute* :—

“ radiobeacons situated at ”

Line 38 : *For* “ signal on a wireless ” *read* “ position on a radio ”

Line 40 : *For* “ wireless ” *read* “ radio ”

Line 41 : *For* “ these signals ” *read* “ the light-vessel ”

**Page xxviii.**—Line 41 : *For* “ useful ” *read* “ usual ”

**Page xxix.**—Lines 7-8 : *For* “ these Tables ” *read* “ it ”

Line 20 : *For* “ daylight ” *read* “ daybreak ”

**Page xxx.**—*After* line 11 *insert* :—

Magnetic variations shown on Admiralty charts are for the 1st July of the year mentioned.

**Page xxxiii.**—Line 23 : For “ course ” read “ path ”

Line 31 : For “ check of ” read “ check on ”

**Index to Admiralty published charts, S.D.48, facing page 1.**—

*Insert* new charts as follows :—

Chart No. 3922, between Lat. 36° 26' N. and Lat. 36° 42' N., and Long. 26° 04' E. and Long. 26° 34' E.

„ No. 3923, between Lat. 36° 27' N. and Lat. 36° 44' N., and Long. 26° 52' E. and Long. 27° 26' E.

„ No. 3924, between Lat. 36° 40' N. and Lat. 37° 03' N., and Long. 27° 08' E. and Long. 27° 26' E.

„ No. 3925, between Lat. 36° 40' N. and Lat. 37° 03' N., and Long. 26° 49' E. and Long. 27° 10' E.

„ No. 3926, between Lat. 37° 02' N. and Lat. 37° 17' N., and Long. 26° 37' E. and Long. 27° 08' E.

„ No. 3927, between Lat. 37° 15' N. and Lat. 37° 32' N., and Long. 26° 26' E. and Long. 26° 56' E.

„ No. 3928, between Lat. 36° 00' N. and Lat. 36° 08' N., and Long. 28° 00' E. and Long. 28° 10' E.

and between Lat. 37° 16' N. and Lat. 37° 22' N., and Long. 26° 32' E. and Long. 26° 36' E.

„ No. 3929, between Lat. 38° 44' N. and Lat. 38° 48' N., and Long. 24° 34' E. and Long. 24° 38' E.

Lat. 37° 00' N., Long. 24° 30' E. : For “ *Siphano* ” read “ *Sifnos* ”

Lat. 37° 10' N., Long. 24° 20' E. : For “ *Serpho* ” read “ *Sérifos* ”

Lat. 37° 17' N., Long. 27° 37' E. : For “ *P. Isene* ” read “ *Asin Limanı* ”

Lat. 37° 20' N., Long. 24° 20' E. : For “ *Thermia* ” read “ *Kíthnos* ”

Lat. 37° 35' N., Long. 24° 35' E. : For “ *Jura* ” read “ *Yioúra* ”

Lat. 37° 41' N., Long. 26° 57' E. : For “ *P. Tigáni* ” read “ *Limin Tigáni* ”

Lat. 37° 45' N., Long. 25° 05' E. : For “ *Steno pass* ” read “ *Stenón Dhlsvaton* ”

Lat. 37° 55' N., Long. 22° 45' E. : Delete “ \*1600 *Kalamaki B.* ” and for “ \*1600 *Corinth Rds.* ” read “ \*1600 *Plan of Kórinthos canal* ”

Delete chart Nos. 1574, 1666, 1888 and 1899

Lat. 37° 50' N., Long. 26° 40' E. : For “ *Karlovassi H.* ” read “ *Kalovasi H.* ”

Lat. 38° 00' N., Long. 26° 40' E. : For “ *Sighajik B.* ” read “ *P. Sigacik.* ”

Lat. 38° 01' N., Long. 24° 25' E. : Insert “ \*1820 *Plan of Karistos.* ”

Lat. 38° 05' N., Long. 26° 20' E. :

For “ { *Mersin* ” read “ { *Mersin körfezi* ”  
          { *Sikia*                    { *Incir limanı* ”

Lat. 38° 10' N., Long. 26° 20' E. : For “ *Egrilar* ” read “ *Egriler limanı* ”

Lat. 38° 12' N., Long. 26° 46' E. : For “ *Sighajik* ” read “ *Siğacik Limanı* ”

Lat. 38° 15' N., Long. 26° 10' E. : For “ *P. Scio* ” read “ *Khios H.* ”

Lat. 38° 15' N., Long. 26° 55' E. : For “ *Sighajik B.* ” read “ *P. Sigacik* ”

Lat. 38° 20' N., Long. 26° 30' E. : For “ *Chesme* ” read “ *Çesme körfezi* ”

*Index to Admiralty Charts continued.*

Lat. 38° 25' N., Long. 26° 00' E. : For " *Ps Boghazi & Pasha* " read " *Boghazi & Pashá bays* "

Lat. 38° 33' N., Long. 23° 18' E. : Insert " \*1554 *Plan of Larimna.* "

Lat. 38° 23' N., Long. 24° 03' E. : Insert " \*2802 *Plan of Alivérion.* "

Lat. 38° 45' N., Long. 26° 05' E. : For " *Spalmatori Is* " read " *Oinoussai Is* "

Lat. 38° 50' N., Long. 26° 25' E. : For " *Sahib* " read " *Saíp* "

Lat. 39° 01' N., Long. 26° 49' E. : For " *P. Ajano* " read " *Bademli Limanı* "

Lat. 39° 05' N., Long. 26° 32' E. : For " *Iero* " read " *Kólpos Yéras* " ]

Lat. 40° 40' N., Long. 23° 10' E. : For " *Saloniki* " read " *Thessaloniki* "

Lat. 40° 45' N., Long. 26° 40' E. : For " *Xeros I.* " read " *Saros adalari* " and for " *P. Baklar* " read " *Bakla limanı* "

Lat. 41° 05' N., Long. 24° 50' E. :

For " *Burughiul L.* " read " *Vistonikos B.* "  
 For " *Kara-Agatch B.* " read " *L. Vistonis* "

**Red label facing page 1.**—First paragraph, line 3 : For " **Part V** " read " **Volume 5** "

Last paragraph : Line 1 : For " **W/T** " read " **radio** "

Line 2 : For " **fog signals, beacons** " read " **radiobeacons** "

**Page 1.**—Line 29 : Delete " the Dodecanese, "

**Page 3.**—Line 28 : For " **W/T** " read " **radio** "

Line 32 : For " *Meriç nehri* " read " *Meriç nehri* "

Line 45 : For " *Vilayets* " read " *Vilâyet* "

Lines 46, 48 and 49 : For " *Vilayet* " read " *Vilâyet* "

**Page 4.**—Line 32 : For " *Anadoli* " read " *Anadolu* "

**Page 5.**—Line 14 : After " 1924, " insert " and finally ceded to Greece by the peace treaty signed in Paris on 10th February, 1947, "

Line 19 : For " *Italy* " read " *Greece* "

Lines 23-29 : Delete.

Lines 41-42 : Delete " **Currency** " to " **The** " and substitute :—  
 " **Weights and measures.**—**The** "

**Page 8.**—Line 3 : For " *Fig. 2* " read " *Figs. 2a and 2b* "

Line 6 : For " *Fig. 3* " read " *Figs. 3a and 3b* "

**Page 10.**—Line 36 : For " *meltermi* " read " *meltem* "

**Page 11.**—Line 35 : Add :—On some occasions squalls which occur in the vicinity of high ground may be accompanied locally by very heavy rain and thunder.

**Page 19.**—After line 13 insert :—

**Sea level.**—**Caution.**—During the months of February, March and April mean sea level in the central Mediterranean may fall as much as 1½ feet (0m5) below normal.

**Page 20.**—Line 21 : *After* “ megaphone ” *insert* “ , etc., a good look-out being kept meanwhile for submarines, whose presence may be only indicated by their periscopes showing above water.

A submarine submerged at a depth too great to show her periscope, may sometimes indicate her position by releasing a “ smoke candle,” which gives off a considerable volume of smoke on first reaching the surface. Her position may sometimes be indicated by red-and-white or red-and-yellow buffs or floats, which tow on the surface close astern ”

**[Page 21.**—*After* line 2 *insert* :—

**LIFE-SAVING.**—Lifeboats and Life-saving appliances form the principal means adopted for saving life ; the stations where these are maintained are listed hereafter and are mentioned in their appropriate places in this Volume.

The line-throwing apparatus, the principal life-saving appliance, can often be used with effect when a lifeboat is not available ; its success, however, depends largely upon an intelligent co-operation on the part of the crew of the stranded vessel.

**SIGNALS.**—In accordance with the International Convention for the Safety of Life at Sea, 1948, Chapter V, Regulation 16, the following signals shall be used by life-saving stations when communicating with ships in distress and by ships in distress when communicating with life-saving stations :—

(a) *Replies from shore station to distress signals made by a ship* :—

<i>Signal</i>	<i>Signification</i>
(i) <i>By day.</i> —White smoke signal. <i>By night.</i> —White star rocket.	} “ You are seen—assistance will be given as soon as possible.”
(b) <i>Landing signals for the guidance of small boats bringing away the crew of a wrecked ship</i> :—	

<i>Signal</i>	<i>Signification</i>
(i) <i>By day.</i> —Vertical motion of a white flag or the arms. <i>By night.</i> —Vertical motion of a white light or flare. A range (indication of direction) may be given by placing a steady white light or flare lower and in line with the observer.	} “ This is the best place to land.”
(ii) <i>By day.</i> —Horizontal motion of a white flag or arms extended horizontally. <i>By night.</i> —Horizontal motion of a white light or flare.	

Page 21 continued.

(iii) *By day*.—Horizontal motion of a white flag, followed by the placing of the white flag in the ground and the carrying of another white flag in the direction to be indicated.

*By night*.—Horizontal motion of a *white* light or flare, followed by the placing of the *white* light or flare on the ground and the carrying of another *white* light or flare in the direction to be indicated.

“Landing here highly dangerous. A more favourable location to land is in the direction indicated.”

(c) *Signals to be employed in connection with the use of shore life-saving apparatus* :—

### Signal

### Signification

(1) *By day*.—Vertical motion of a white flag or the arms.

*By night*.—Vertical motion of a *white* light or flare.

*In general*.—“Affirmative.”

*Specifically* :—

“Rocket line is held.”

“Tail block is made fast.”

“Hawser is made fast.”

“Man is in the breeches buoy.”

“Haul away.”

(ii) *By day*.—Horizontal motion of a white flag or arms extended horizontally.

*By night*.—Horizontal motion of a *white* light or flare.

*In general*.—“Negative.”

*Specifically* :—

“Slack away.”

“Avast hauling.”

【After line 20 insert :—

**BUOYAGE.**—**Greece.**—In all cases the entrance of a channel is considered to be at its seaward end ; where doubt may exist as to which is the seaward end of a channel, in those cases where the direction of the channel is more or less north and south the entrance is considered to be at the northern end, and in those cases where the direction of the channel is more or less east and west the entrance is considered to be at the eastern end.

Two systems of buoyage, old and new, are in use and will remain so for a considerable time.

**New System.**—Marks to be left on the starboard hand when proceeding inwards are painted black, and if lighted exhibit a *green* light ; they consist of can buoys with a cylindrical topmark or surmounted by a tripod with a lantern at its apex.

Marks to be left on the port hand when proceeding inwards are painted red and if lighted exhibit a *red* light ; they consist of can buoys with a cone point up as topmark or surmounted by a tripod with a lantern at its apex.

Spar buoys or pillar buoys, with or without lights, and of the appropriate colour are also used on either hand.

Isolated dangers are marked by conical buoys painted in black and red horizontal bands with a red spherical topmark.

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The bifurcation of a channel is marked by a conical buoy painted in black and white horizontal bands with a black diamond-shaped topmark.

The junction of two channels is marked by a conical buoy painted in red and white horizontal bands with two red cones points together as topmark.

A danger in the fairway to be left on the port hand when proceeding inwards and on the starboard hand when proceeding outwards is marked by a spherical buoy painted in red and white horizontal bands.

A wreck is marked by a green conical buoy.

**Old System.**—Conical, can, barrel-shaped and spherical buoys are used indiscriminately ; those to be left on the starboard hand when proceeding inwards are painted black, and if lighted are conical and exhibit a *green* light ; those to be left on the port hand are painted red, and if lighted are conical and exhibit a *red* light.】

【Line 21 : *Delete* “ BUOYAGE.—”】

Page 22.—After line 39 insert :—

**Caution.**—Cautionary Notes appear on many charts calling attention to areas in which there are telegraph cables ; these areas are indicated on the charts by pecked lines.

Every care should be taken to avoid anchoring in such areas, even though there may be no specific prohibition against doing so, in view of the serious interference with communications which results from damage to submarine cables.

Equal care should be taken wherever the symbol for a submarine cable is shown on a chart.

*Danger involved in cutting to clear an anchor or fishing gear.*—In the event of any vessel fouling a submarine cable every effort should be made to clear the anchor or fishing gear by normal methods ; should these efforts fail, the anchor or gear should be slipped and abandoned *without attempting to cut the cable*. *High voltages are, or may be, fed into certain submarine cables ; serious risk exists of loss of life due to electric shock, or at least of severe burns, if any attempt to cut the cable is made.* No claim in respect of injury or damage sustained through such interference with a submarine cable will be entertained.

Compensation for anchors or fishing gear sacrificed in order to avoid injuring a submarine cable can be claimed under the Submarine Telegraph Act, 1885 (Schedule of Submarine Telegraphs Convention, Article VII).

**Speed of vessels.**—In order to avoid damage to the coast and to small craft, all power-driven vessels must proceed at the slowest speed at which steerage way can be maintained, when within the following area :—

*In Çanakkale bogazi :* Between a line drawn from Helas burnu to Kumkale, and a line drawn from the town of Gelibolu to Çardak burnu.

On no account is a speed of 10 knots to be exceeded in the Narrows of Çanakkale boğazi between a line joining Nara Burnu and Boğali lighthouses, and the parallel of latitude passing through Kepez Burnu lighthouse.

**FIRING DANGER AREAS.**—Firing and bombing practices take place in a great number of areas off the coasts of Great Britain and

*Page 22 continued.*

Ireland, and the number of areas in the waters of Commonwealth, Dominion, Colonial and Foreign Governments has recently increased.

In view of the responsibility of range authorities for avoiding accidents, the limits of practice areas will not be shown on charts and descriptions of areas will not appear in Sailing Directions. Such range beacons, lights and marking buoys as may be of assistance to the Mariner, or targets which might be a danger to navigation, will, however, be shown on charts and when appropriate mentioned in Sailing Directions.

Lights will be mentioned in Admiralty List of Lights.

The principal types of practices carried out are :—

- (a) *Bombing practice from aircraft.*

Warning signals are usually shown.

- (b) *Air to air, and air to sea or ground firing.*

The former is carried out by aircraft at a large white or red sleeve or flag towed by another aircraft moving on a steady course. The latter is carried out from aircraft at towed or stationary targets on sea or land, the firing taking place to seaward in case of those on land.

As a general rule, warning signals are shown when the targets are stationary, but not when towed targets are used.

- (c) *Anti-aircraft firing.*

This may be from A.A. guns or machine guns at a target towed by aircraft as in (b) above, or at balloons or kites.

Practice may take place from shore batteries or ships.

Warning signals as a rule are shown from shore batteries but not from ships.

- (d) *Firing from shore batteries or ships at sea at fixed or floating targets.*

Warning signals are usually shown as in (c).

Warning signals, when given, usually consist of red flags by day and *red fixed* or *red flashing* lights at night. The absence of any such signal cannot, however, be accepted as evidence that a practice area does not exist. Warning signals are shown from shortly before practice commences until it ceases.

**CAUTION.**—A vessel may be aware of the existence of a practice area from Local Notices to Mariners or similar method of promulgation and by observing the warning signals or the practice.

She should, wherever possible, avoid passing through an area in which practice is in progress, but if compelled to do so should endeavour to clear it at the earliest possible moment.

If during anti-aircraft, air to air, sea or ground firing practice, projectiles or splinters are observed to be falling near a vessel, she should maintain her course and speed and all persons on board should take cover. Every practicable precaution, however, will be taken by the Authority in charge of the practice to avoid the risk of damage from falling shell splinters, bullets, etc., to vessels and all on board them within the area.

The foregoing provisions will be applied generally to firing danger areas, established or to be established, in the waters of Commonwealth, Dominion, Colonial and Foreign Governments.

**Single ships approaching squadrons or aircraft carriers.—Caution.**—

The attention of shipowners and mariners is called to the danger to all concerned which is caused by single vessels approaching a squad-



*Page 22 continued.*

ron of Warships or Merchant ships in convoy so closely as to involve risk of collision, or attempting to pass ahead of or through such a squadron or convoy.

Mariners are therefore warned that single vessels should adopt early measures to keep out of the way of a squadron or convoy.

The fact that it is the duty of a single vessel to keep out of the way of a squadron or convoy does not entitle vessels so sailing in company to proceed without regard to the movements of the single vessel. Vessels sailing in a squadron or convoy should accordingly keep a careful watch on the movements of any single vessel approaching the squadron or convoy, and should be ready, in case the single vessel does not keep out of the way, to take such action as will best aid to avert collision.

Attention is also drawn to the uncertainty of the movements of aircraft carriers, which must usually turn into the wind when aircraft are taking off or landing. Furthermore, mariners should realise that at night Her Majesty's aircraft carriers, whether engaged on night flying operations or not, may exhibit navigation lights (except the overtaking light) from the island structure only. This structure is always on the starboard side. This in effect means that the bow lights do not indicate the full beam of the ship; the starboard bow light is on the starboard side, but the port bow light may be as much as 100 feet (30<sup>m</sup>5) from the port side.

**Mined areas.—Caution.**—Vessels navigating in those waters which are declared danger areas owing to mines, should keep strictly to the directions contained in NEMEDRI. This publication gives routes through these declared danger areas and all information required for their safe navigation.

**Page 23.**—Lines 1-12 : *Delete and substitute :—*

**STANDARD AND SUMMER TIMES.**—All information regarding Standard Times and Summer Times will be found in the Admiralty List of Radio Signals, Vol. II.

**Radio station.**—A coastal radio station, within the area covered by this volume, which is opened for public correspondence, is established at Athínai in Greece.

For details, *see* List published by the General Secretariat of the International Telecommunication Union.

Lines 13, 23 : *For " W/T " read " radio "*

Line 52 : *For " Kara burnu " read " Kara burun "*

**Page 26.**—[Lines 14-15 : *Delete and substitute :—*

**Consular officer.**—A British consul resides at Khaniá.]

[Lines 51-52 : *Delete " 160 " to " (22<sup>m</sup>9) " and substitute " 105 feet (32<sup>m</sup>0) from a white iron beacon close to a disused dwelling, 20 feet (6<sup>m</sup>1) " ]*

[Line 53 : *After " Élanfos " insert " ; the beacon is difficult to distinguish from westward as it is then directly in front of the dwelling " ]*

**Page 27.**—[Line 16 : *For " small chapel " read " white church with a dome " ]*

[Line 17 : *After " peninsula " insert " ; a stone jetty, 130 feet (39<sup>m</sup>6) in length and with depths of 3 or 4 feet (0<sup>m</sup>9 or 1<sup>m</sup>2) alongside, is situated near the middle of the eastern side of the isthmus " ]*

Chart reference at the foot of the page : *Delete " 2536a, "*

**Page 28.**—Line 43 : *After* “ anchorage.—” *insert* “ Reefs.—”

*After* line 46 *insert* :—

Reefs, as indicated on the chart, were reported, in 1941, to extend from the north-western and south-eastern entrance points of the bay which forms this anchorage [ ] ; in 1952, however, it was stated that local fishermen know nothing of these reefs, and the coast line was reported to differ somewhat from that charted. ]

**[Page 29.**—Lines 13-16 : *Delete.*

*After* line 20 *insert* :—

A light is exhibited, at an elevation of 184 feet (56<sup>m</sup>1), from a framework structure surmounting a hut, 20 feet (6<sup>m</sup>1) in height, on the north-western extremity of Gavdhopoúla.

Line 29 : *For* “ a ” *read* “ a conspicuous ”

Line 54 : *After* “ 25.” *insert* .—In 1952, a small port was under construction at Erimópolis ; it consists of a breakwater extending south-eastward for about 490 feet (149<sup>m</sup>3) from the point on which stands the light-structure, and from its root a quay will run north-westward for about 260 feet (79<sup>m</sup>2) ; small vessels will be able to berth alongside the north-eastern side of the breakwater, and fishing craft at the quay. ]

**Page 30.**—Line 3 : *For* “ Dhiváki ” *read* “ Timbákion ”

Lines 29-30 : *Delete* “ 120 ” to “ (5<sup>m</sup>8) ” and *substitute* “ [26 feet (7<sup>m</sup>9), from a concrete column on a building, 20 feet (6<sup>m</sup>1) in height, at the head of the breakwater.” ]

Line 33 : *For* “ white metal tower ” *read* “ pyramidal iron tower with balcony ”

**Page 31.**—Line 53 : *For* “ 4,101 feet (1,251<sup>m</sup>0) ” *read* “ 4,038 feet (1,230<sup>m</sup>8) ”

**[Page 32.**—Line 48 : *After* “ town ” *insert* “ , reported in 1952 to have a population of about 8,000.” ]

**Page 33.**—[Line 4 : *Add* :—A minaret and a conspicuous factory chimney stand about 1½ cables north-westward and 6¼ cables north-eastward, respectively, of the light-structure, *see* below. ]

Line 12 : *Delete* “ 49 ” to “ beacon ” and *substitute* [ “ 32 feet (9<sup>m</sup>8) from a truncated iron pyramid ], 10 feet (3<sup>m</sup>0) in height ”

[Line 40 : *After* “ sunken.” *insert* :—A small but conspicuous white chapel stands one-quarter of a mile inland about 3 miles eastward of Cape Ierápetra. ]

**Page 34.**—Lines [36]-37 : *Delete* [ and *substitute* :— “ at an elevation of 239 feet (72<sup>m</sup>8), from a framework structure surmounting a hut, 20 feet (6<sup>m</sup>1) in height, on the summit of Koufó.” ]

[Line 46 : *Add* :—The monastery of Agios Nikola, situated about 2½ miles northward of Élafos lighthouse, stands on a low rocky mound near the middle of the head of a small bay ; it is very conspicuous and consists of several buildings amongst which are a white church with a belfry and a white chapel. ]

**[Page 37.**—*After* line 9 *insert* :—

About 3½ miles southward of Cape Vouíxa, there is a remarkable

*Page 37 continued.*

crescent-shaped cave which is conspicuous from eastward.】

【Line 17 : *Add* :—A factory with a conspicuous chimney stands on the shore about  $1\frac{1}{2}$  miles eastward of Kastéli.】

【Line 25 : *Add* :—On the eastern side, about three-quarters of a mile southward of the extremity of Cape Nisi, there is a small boat harbour, sheltered from northerly winds by a stone breakwater at the end of which is a white pillar-shaped beacon marking the north-western side of the entrance ; the bottom is rocky and there are depths of 4 or 5 feet ( $1^m2$  or  $1^m5$ ) in the entrance.】

【Line 41 : *After* “ eastward ” *insert* “ near the village of Gonia ; the monastery at the village is a large and conspicuous white building with a dome and tower, and standing close to the shore shows up well against the background of hills.”】

**Page 38.**—【Line 31 : *Add* :—A white chapel, visible from seaward, surmounts a hill about 905 feet ( $275^m8$ ) high (780 feet ( $237^m7$ ) on chart 2536a) about 3 miles south-south-westward of the southern extremity of the larger of the two Áyioi Theódhoroi islets ; the hill about one mile eastward of the chapel is stated to be only about 850 feet ( $259^m1$ ) high.】

Line 34 : *For* “ Canea ” *read* “ Khaniá ”

Lines 52-54 : *Delete and substitute* :—

There is a depth of 12 feet ( $3^m7$ ) alongside the quayage on the south-western side of the Venetian harbour ; one 2-ton crane is available at South quay, the western portion of this quayage, where there is a berth for a vessel about 200 feet ( $61^m0$ ) in length.

**Page 39.**—Line 1 : *For* “ Canea ” *read* “ Khaniá ”

Line 2 : *Delete* “ a depth of 11 feet ( $3^m4$ ). ”

Line 8 : *For* “ Lights ” *read* “ Light ” and *for* “  $12^{\circ} 01'$  ” *read* “  $24^{\circ} 01'$  ”

Lines 12-13 : *Delete.*

Lines 33-34 : *Delete and substitute* :—

In 1945, the population of Khaniá was about 38,000. The British Consul for Kríti resides here.

**Port facilities.**—There are slipways which will accommodate two vessels of about 100 tons and three vessels of 30 tons.

A small amount of coal is maintained. There is a plentiful supply of good water, but no facilities exist for delivering it to vessels.

Line 42 : *After* “ Coast.— ” *insert* “ Light.— ”

*After* line 44 *insert* :—

A light is exhibited, at an elevation of 157 feet ( $47^m8$ ), from an iron framework structure, with dwelling, 20 feet ( $6^m1$ ) in height, on Cape Maléka.

Line 51 : *Delete* “ (Suda) ”

Line 53 : *Delete* “ (Drepano) ”

**Page 40.**—Line 5 : *Delete* “ (Manati) ”

Lines 10-11 : *Delete.*

Lines 18 and 34 : *Delete* “ (Suda) ”

【Line 24 : *Add* :—A conspicuous factory stands near the coast about one mile south-south-eastward of Cape Soúdha. and a small

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but conspicuous fort stands in the north-eastern corner of Palaio-kástron.]

Line 25 : *Delete* " (Paleokastron) "

[Line 28 : *Add* :—A stone jetty, nearly 300 feet (91<sup>m</sup>4) in length, has been constructed close eastward of the " Arched Fountain " about 4½ cables west-south-westward of the root of the ruined mole.]

[Line 44 : *For* " dockyard " *read* " naval base "]

Line 45 : *For* " Suda " *read* " Souǵha "

[Line 47 : *Add* :—In the western part of the town there is a very conspicuous flour mill which attains an elevation of 115 feet (35<sup>m</sup>0) and is dark grey in colour.]

Lines 48-51 : *Delete and substitute* :—

A pier [ , about 1,000 feet (304<sup>m</sup>8) in length, ] extends in a north-north-easterly direction off the town of Souǵha.

Line 54 : *For* " Pottier point " *read* " Cape Pláka "

**Page 41.**—Lines 1 and 44 : *For* " Suda " *read* " Souǵha "

Line 2 : *For* " Pottier point " *read* " Cape Pláka "

Line 4 : *Add* :—At the western end of this bight there is a small pier with two off-lying dolphins, where vessels—may secure stern-to.

Lines 5-6 : *Delete and substitute* :—

Lintaviana, a prominent mound with an elevation of 140 feet (42<sup>m</sup>7), stands at the head of Souǵha bay, about 2 cables inland. The eastern wall of the [naval base] about 4½ cables eastward of the root of the pier : a square tower, 53 feet (16<sup>m</sup>2) high, about 2 cables westward of the root of the pier : and the asylum, with a red roof, about 5 cables further westward, are conspicuous.

**Foul area.**—A small area of foul ground exists nearly 3 cables eastward of Cape Pláka, about half a cable offshore.

*After line 12 insert* :—

**Obstructions.**—In [1952, except in the vicinity of the pier,] Souǵha bay anchorage was still encumbered by a large number of wrecks and obstructions, the majority of which were unmarked ; their positions can best be seen on the chart.

[Lines 17-18 : *Delete* " 82 " to " height " and *substitute* " 69 feet (21<sup>m</sup>0), from a red iron framework structure, 13 feet (4<sup>m</sup>0) in height, standing close southward of a white building with a flagstaff "]

*After line 20 insert* :—

[Two lights, disposed vertically, are exhibited from a wooden post at the head of Souǵha Town pier.]

[Lines 21-22, 29, 52 : *For* " dockyard " *read* " naval base "]

[Line 28 : *Delete* " disused "]

Line 29 : *After* " wall " *insert* " (in 1948, this flagstaff had been painted grey and was not conspicuous) "

Line 30 : *For* " white " *read* " pink and blue "

Line 31 : *Delete* " (Chakalaria) "

Line 32 : *For* " also conspicuous. " *read* " a prominent object. "

Lines 38-39 : *Delete and substitute* :—

**Landings.**—[The small pier about 2½ cables eastward and the small jetty about three-quarters of a cable westward of the root of the town pier have depths at their heads of about 9 and 6 feet (2<sup>m</sup>7 and 1<sup>m</sup>8), respectively.]

**Page 42.**—Line 1 : *For "Suda" read "Soudha"*

**[Lines 8-10 : Delete and substitute :—**

Water can be obtained from a hydrant about halfway along the town pier.]

**[Line 25 : After "river" insert " ; the islet is connected to the southern entrance point of the river by a breakwater " ]**

**[Line 42 : Add :—**A conspicuous chimney stands near the coast about  $5\frac{1}{4}$  cables south-eastward of the lighthouse, *see below*. In 1952, it was observed that a sea wall had been constructed southward of the entrance of the harbour.]

**Lines 43-45 : Delete and substitute :—**

In 1945, less water was reported in the approach to the port than charted. The area westward of the southern mole has silted up.

In 1951, there was a depth of about 11 feet ( $3^m4$ ) in the entrance. The harbour is only suitable for small craft and lighters ; there are depths of from 3 to 5 feet ( $0^m9$  to  $1^m5$ ) at the quays where one 1-ton hand crane is available.

In 1951, the population was about 10,500.

**Page 43.**—**[Line 9 : For "Supplies.—" read "Port facilities.—"]**

**Line 15 : —————**

**[After line 15 insert :—**

A small tug and four lighters are available, as is a small supply of water, but the latter is very scarce in summer.

There is a hospital with one hundred beds in the town.]

**Lines 44-45 : Delete "beacon" to " $(3^m4)$ " and substitute "column, 10 feet ( $3^m0$ )"**

**Page 44.**—**[Line 23 : For "a white" read "an"]**

**Line 50 : For "Panayía" read "Panayía"**

**Line 54 : Delete "The two pairs"**

**Page 45.**—**Lines 2-4 : Delete.**

**Lines 7-9 : Delete "There is" to "mark."**

**Lines 15-16 : Delete "the conspicuous" to " $264^\circ$ ." and substitute "Middle bluff bearing  $264^\circ$ , distant  $2\frac{1}{4}$  cables."**

**Lines 17-18 : Delete "stone" to "cables" and substitute "lighthouse on Cape Stavros bearing  $133^\circ$ , distant  $5\frac{1}{2}$  cables"**

**Line 24 : For " $148$  feet ( $45^m1$ )" read " $49$  feet ( $14^m9$ )"**

**Line 31 : For "Gulf or" read "Gulf of" and delete "Danger.—"**

**Lines 40-41 : Delete [and substitute :—**

Between a position about  $2\frac{3}{4}$  miles south-eastward of Palaiókastron and the mouth of River Chiophira, about 11 cables farther eastward, the coast is fronted by rocks, with depths over them of from 2 to 3 feet ( $0^m6$  to  $0^m9$ ), which at the eastern end extend as much as 200 feet ( $61^m0$ ) from the coast, but between them there are gaps in places.]

**Line 46 : Delete and substitute :—**

*Chart 3691, plan of Iráklion.*

**Line 47 : After "harbour.—" insert "Buoyage.—Obstruction.—"**

**Line 54 : Delete "only" to "can" and substitute "vessels of draught up to 10 feet ( $3^m0$ ) can berth stern-to in the inner harbour."**

**Page 46.**—**Lines 1-12 : Delete and substitute :—**

Page 46 continued.

*Chart 3691, plan of Iráklion.*

A disused lighthouse, consisting of a white tower 29 feet (8<sup>m</sup>8) in height, stands on the western mole northward of the entrance to the inner harbour.

There are several ————— wrecks in the outer harbour, the positions of which can best be seen on the chart.

There are berths for vessels up to 450 feet (137<sup>m</sup>2) in length alongside the western mole, with depths alongside of from 24 to 30 feet (7<sup>m</sup>3 to 9<sup>m</sup>1) ; vessels berth stern-on to the outer part of the eastern mole in depths of about 21 feet (6<sup>m</sup>4) ; there is one berth of 250 feet (76<sup>m</sup>2) at the south-western quay, with a depth alongside of 20 feet (6<sup>m</sup>1) ; there is one berth of 350 feet (106<sup>m</sup>7) at the south quay, with a depth alongside of (20 feet 6<sup>m</sup>1). [In 1953, it was reported that at a distance of 6 feet (1<sup>m</sup>8) from the southern side of the western mole, between its head and the elbow about 2½ cables west-south-westward, there were depths of 6 fathoms (11<sup>m</sup>0).]

A foul area, indicated on the chart by pecked lines, surrounds the remains of a wreck situated about 2 cables eastward of the entrance to the inner harbour.

A black light-buoy, exhibiting a *white flashing light*, and a black conical buoy are moored in the foul area described above.

Line 13 : For " A light " read " **Lights.**—A light "

Line 14 : For " 39 feet (11<sup>m</sup>9) " read " 26 feet (7<sup>m</sup>9) "

About line 15 : For " lighthouse " read " *disused lighthouse* "

Line 17 : For " from " read " , at an elevation of 26 feet (7<sup>m</sup>9), from a hexagonal concrete building with column, 20 feet (6<sup>m</sup>1) in height, on "

After line 19 insert :—

Red lights are exhibited from each of three iron columns, at an elevation of 148 feet (45<sup>m</sup>1), situated at the airport, about one mile east-south-eastward of the disused lighthouse.

Lines 20-21, 26, 29, 42-43 : For " lighthouse " read " *disused lighthouse* "

Line 44 : [For " **Consular officer.**—" read " **Port facilities.**—" ]

After line 47 insert :—

In the outer harbour, there [is a 6-ton crane on the south-western quay and a 2½-ton travelling crane on the southern quay ; on the eastern mole there is a crane, but in 1952 it was out of action. In the inner harbour there is a 15-ton gantry crane, and two 1-ton cranes. Floating sheerlegs of 15- and 65-tons capacity are available, as are two tugs of 240 and 75 H.P., respectively, and eight lighters. A water-boat of 10 tons capacity, but without a pump, is available. There are two pilots.]

[Line 48 : For " 1928, was 33,404 " read " 1951, was 53,541." ]

Line 49 : *Delete* —————

Page 47.—Line 1 : *Delete and substitute :—*

*Chart 3691, plan of Iráklion.*

Line 9 : For " lighthouse " read " *disused lighthouse* "

[After line 47 insert :—

Lemin Sisi, a small village about 3 miles eastward of the above-mentioned islet, stands at the entrance of a small cove, sheltered

*Page 47 continued.*

from northerly winds by a reef extending partly across the entrance from its western point ; the entrance of the cove is indicated by a bright blue building with a turret standing on the eastern entrance point ; close westward of this building, just inside the cove, there is a small quay, with a least depth alongside of 5 feet (1<sup>m</sup>5) ; a road leads thence to the main coastal road.】

**Page 48.**—Lines 8-9 : *Delete* “ 160 ” to “ height,” and *substitute* “ 161 feet (49<sup>m</sup>1), from a white circular stone tower 30 feet (9<sup>m</sup>1) in height, adjoining a dwelling ”

【*After line 28 insert* :—

On the mainland, westward of Spinalóna islet, is the small village of Plaka, where there are two jetties with depths at their heads of 3 or 4 feet (0<sup>m</sup>9 or 1<sup>m</sup>2).】

【*Line 31 : Add* :—A canal, spanned by a swing road-bridge, has been cut through the isthmus about 5 cables west-south-westward of the 450-foot (137<sup>m</sup>2) summit of Spinalóna peninsula ; in 1931 it had depths in it of from 3 to 5 feet (0<sup>m</sup>9 to 1<sup>m</sup>5), and near the shore at its northern end are three conspicuous windmills, two to the east and one to the west of the entrance. At Schisma, about 6½ cables west-north-westward of the northern end of the canal, there is a boat harbour, formed by two breakwaters ; two jetties extend from the shore close south-eastward and a third about half a mile northward of this harbour.】

**Page 50.**—*Delete* “ with ” to “ it,”

【*Line 10 : Add* :—A conspicuous chimney stands half a cable inland about 3¼ cables west-south-westward of Cape Mávrov.】

Close westward of Cape Mandráki is a shallow bay, with a small pier at its south-western end. There is a quay on the south-eastern side of this bay, alongside which depths were reported, in 1945, to be 8 feet (2<sup>m</sup>4) or more. 【The bay is protected on its north-eastern side by a mole which extends north-north-westward from Cape Mandráki for about 320 feet (97<sup>m</sup>5) and thence north-westward for a further 150 feet (45<sup>m</sup>7) ; on this mole are seven bollards ; depths of 16 and 19 feet (4<sup>m</sup>9 and 5<sup>m</sup>8) are reported about 6 feet (1<sup>m</sup>8) from the mole. A small cutting, spanned by a wooden sliding bridge and with depths of 3 or 4 feet (0<sup>m</sup>9 or 1<sup>m</sup>2), leads to an inner harbour with quays alongside which there are depths of from one foot (0<sup>m</sup>3) to over 2 fathoms (3<sup>m</sup>7). There is a hospital with 150 beds in the town, which latter had, in 1951, a population of about 3,200.】

【*Line 14 : For “ Light ” read “ Lights ”*】

*Line 15 : For “ 82 feet (25<sup>m</sup>0) ” read “ 85 feet (25<sup>m</sup>9) ”*

【*After line 16 insert* :—

A light is exhibited, at an elevation of 26 feet (7<sup>m</sup>9), from a concrete column surmounting a hut, 20 feet (6<sup>m</sup>1) in height, at the head of the breakwater extending from Cape Mandráki.】

【*Line 37 : For “ landing place ” read “ jetty, 50 feet (15<sup>m</sup>2) in length with depths of 5 feet (1<sup>m</sup>5) at its head and from 3 to 4 feet (0<sup>m</sup>9 to 1<sup>m</sup>2) along its south-western side, but its north-eastern side is foul ; it extends from the shore at the western end of the beach.】*

**【Page 51.**—Lines 25-27 : *Delete* “ A small ” to “ southward,” and *substitute* :—

*Page 51 continued.*

The town, with a population in 1952 of about 5,000, is fronted by a stone quay, 700 feet (213<sup>m4</sup>) in length and 4½ feet (1<sup>m4</sup>) high, with depths alongside of about 4 feet (1<sup>m2</sup>); at the northern end of the quay is a jetty, 100 feet (30<sup>m5</sup>) in length, with a depth of about 6 feet (1<sup>m8</sup>) at its head, where there is a fixed 1-ton hand-crane.】

【Line 28 : For " system " read " and telephone systems "】

【Line 40 : For " 85 feet (25<sup>m9</sup>) " read " 79 feet (24<sup>m1</sup>) "】

【Line 42 : For " 36 feet (11<sup>m0</sup>) " read " 39 feet (11<sup>m9</sup>) "】

【Page 53.—Line 21 : For " 148 feet (45<sup>m1</sup>) " read " 174 feet (53<sup>m0</sup>) "】

【Line 22 : For " 23 feet (7<sup>m0</sup>) " read " 52 feet (15<sup>m8</sup>) "】

【Page 58.—Line 52 : Delete and substitute :—

" a white iron column, 6 feet (1<sup>m8</sup>) in height, situated "】

Page 61.—After line 42 insert :—

Harbour facilities.—There is one 4-ton hand operated crane.

Page 63.—After line 50 insert :—

A shoal, with a depth of 10 fathoms (18<sup>m3</sup>) over it, exists about 4 cables north-north-westward of Cape Arkhángelos.

Page 67.—【After line 48 insert :—

A light is exhibited, at an elevation of 49 feet (14<sup>m9</sup>), from a white stone column on a point on the eastern side of Vátika bay, about 3¼ miles northward of Cape Ayfos Ilías.】

Line 50 : For " beacon " read " tower "

Page 68.—After line 19 insert :—

A white chapel on the north-eastern extremity of Élafos is easy to distinguish.

After line 29 insert :—

A church, situated a quarter of a mile north-eastward of the root of Neápolis pier is easily distinguished and there is a small chapel on the point of land about 1¼ miles south-south-eastward of Neápolis, which also forms a good mark.

Page 71.—After line 54 insert :—

A concrete pier, 197 feet (60<sup>m0</sup>) in length, is situated in the western cove, close north-north-eastward of the light-structure ; only small craft may berth here stern-to.

【Page 72.—Line 38 : After " Yeóryios " insert " (St. Georgio) "】

Page 73.—

Lines 39-40 : Delete " 147 " to " 【(22<sup>m9</sup>)】 " and substitute 【" 131 feet (39<sup>m9</sup>), from a white tower adjoining a dwelling, 59 feet (18<sup>m0</sup>) "】

Page 74.—After line 35 insert :—

A bank, with a least depth of 20 fathoms (36<sup>m6</sup>), was reported, in 1945, to lie about 8 miles south-south-westward of Avgó islet.

Page 76.—After line 32 insert :—

Foul ground.—Two areas of foul ground, caused by sunken booms are indicated on the chart in positions, respectively, north-westward of Monemvasía peninsula, and across the entrance to Kremmídi bay.



**Page 77.**—Lines 10-11 : *Delete* “ 39 ” to “ height ” and *substitute* “ 65 feet (19<sup>m</sup>8), ” ]

**Lines 36-37 :** *Delete* “ an iron ” to “ height ” and *substitute* “ a structure ” ]

**Page 78.**—Line 7 : *Add* :—There is a small bay on the south-western side of the islet, near its southern extremity, where small vessels may find temporary anchorage in about 5½ fathoms (10<sup>m</sup>1), during north-easterly winds.

Line 8 *After* “ (135<sup>m</sup>9), ” *insert* “ from a white iron tower situated ”

*After* line 14 *insert* :—

**Off-lying bank.**—In 1945, a depth of 15 fathoms (27<sup>m</sup>3), the position of which is approximate, was reported to lie in a position about 3 miles south-eastward of the southern extremity of Belópoula.

Line 38 : *Add* :—A breakwater extends a short distance south-south-westward from the south-western extremity of the promontory and affords good shelter for small craft.

**Page 79.**—Line 9 : *After* “ exhibited ” *insert* “ , at an elevation of 69 feet (21<sup>m</sup>0), ”

**Page 81.**—Line 32 : *For* “ **Lights** ” *read* “ **Light** ”

Lines 35-39 : *Delete* “ This ” to “ bay. ” ] *and substitute* :—

A light is exhibited, at an elevation of 16 feet (4<sup>m</sup>9), from a concrete column, one on either side of the entrance of Limín Dávia, *see* below. ]

Lines 42-43 : *Delete* “ about ” to “ lighthouse. ” and *substitute* “ three-quarters of a mile westward of the lighthouse ; the dome and steeples are not readily obvious but the hotel is prominent on account of it being coloured yellow. ”

**Line 48 :** *For* “ There ” *read* “ Limín Dávia. ” ]

Line 52 : *Add* :—The boat harbour is a prominent feature as it is backed by a high white-washed wall.

**Page 82.**—Lines 17-18 : *Delete* “ there ” to “ basin ” and *substitute* “ , the approach narrows to a width of less than 4 cables. A deep channel leads to an inner basin where there are depths of about 5 fathoms (9<sup>m</sup>1) ”

Line 22 : *After* “ (Leonidion) ” *insert* “ , which in 1945 had a population of about 700, ”

*After* line 24 *insert* :—

The town jetty is situated on the north-western side of the harbour and has depths of from less than one foot (0<sup>m</sup>3) to 6 feet (1<sup>m</sup>8) alongside ; a dog-legged quay adjoins the jetty and has a depth of 3 feet (0<sup>m</sup>9) alongside. The jetty and quay are equipped with landing steps. A wooden pier lies northward of the quay and has a depth of 2 feet (0<sup>m</sup>6) alongside.

**Line 26 :** *For* “ 69 feet (21<sup>m</sup>0) ” *read* “ 72 feet (21<sup>m</sup>9) ” ]

Line 30 : *Delete* “ inner ” to “ into ” and *substitute* “ outer part of ”

*After* line 31 *insert* :—

Small craft can obtain shelter in the basin in all weather in depths of from 2 to 4 fathoms (3<sup>m</sup>7 to 7<sup>m</sup>3), mud and weed.

**Page 83.**—Line 9 : *After* “ tower ” *insert* “ , 17 feet (5<sup>m</sup>2) in height, ”

Line 10 : *For* “ 26 feet (7<sup>m</sup>9) ” *read* “ 16 feet (4<sup>m</sup>9) ”

**Page 84.**—Line 23 : *After* " gulf.—" *insert* " **Obstructions.**—"

【Line 23 : *For* " Návyplion " *read* " Návyliou "】

【Line 33 : *For* " a white house at " *read* " the fortress of "】

*After* line 45 *insert* :—

In 1945, obstructions were reported to lie about three-quarters of a mile and  $1\frac{1}{4}$  miles, respectively, north-eastward of the pier at Kivéri.

**Page 85.**—Line 21 : 【*For* " town " *read* " West quay "】 ; a line of stone blocks, with a depth of  $15\frac{1}{2}$  feet (4<sup>m</sup>7) over them, lies on the northern side of the dredged channel between positions about one and two cables east-north-eastward of the light-structure on the break-water head "

Line 25 : *Delete* " (Burgi) "

【Lines 39-40 : *Delete and substitute* :—】

In 1950, depths of less than 4 fathoms (7<sup>m</sup>3) were reported to exist in positions about 11 cables and nearly  $2\frac{1}{2}$  miles west-south-westward, respectively, of Cape Panayía.

**Caution.**—Depths in the Gulf of Argolis are reported to be less than charted. At the head of the gulf, north-eastward of a line drawn north-westward from Cape Panayía, depths of  $2\frac{1}{2}$  fathoms (4<sup>m</sup>6), boulders, are reported to exist.

Line 41 : *For* " **Beacon.**—" *read* " **Beacons.—Buoy.**—"

Line 42 : *Add* " 【See chart 1518.】 "

*After* line 42 —————

Lines 44-45 : *Delete* " 40 " to " height " and *substitute* " 43 feet (13<sup>m</sup>1) "】

Lines 46-47 : *Delete* " 13 feet " to " column " and *substitute* " 23 feet (7<sup>m</sup>0), "

*After* line 47 *insert* :—

A buoy is moored about half a cable north-north-westward of the light-structure on the breakwater head ; this buoy marks the north-western entrance point of the channel leading to the basin. —————

**Page 86.**—*After* line 20 *insert* :—

There is a crane on the quay.

Lines 29, 31 and 32 : *For* Ídhra " *read* " Ídhra "

**Page 87.**—*After* line 3 *insert* :—

All the dangers described above are covered by the *red* sector of the light on Dhokós (page 88) between the bearings of 341° and 026°.

Lines 5, 12, 18 and 53 : *For* " Ídhra " *read* " Ídhra "

**Page 88.**—Lines 6, 15 and 22 : *For* " Ídhra " *read* " Ídhra "

**Page 89.**—Lines 9, 10, 18, 21, 24 and 50 : *For* " Ídhra " *read* " Ídhra "

**Page 90.**—Lines 9, 13 and 20 : *For* " Ídhra " *read* " Ídhra "

*Page 90 continued.*

**[**Lines 12-13 : *Delete* " 40 " to " height " and *substitute* " 42 feet (12<sup>m</sup>8) " **]**

Lines 14-15 : *Delete* " 10 " to " harbour." and *substitute* " 16 feet (4<sup>m</sup>9), from a column on the head of the northern mole at Ídhra harbour ; a light is exhibited from the southern mole."

Line 19 : *For* " **Light.**—" *read* " **Lights.**—"

*After* line 40 *insert* :—

A light is exhibited, at an elevation of 16 feet (4<sup>m</sup>9), on a pier in Kastrí bay.

**[**Lines 47-48 : *Delete* " 68 " to " height " and *substitute* " 72 feet (21<sup>m</sup>9) " **]**

**Page 91.**—Lines 6, 9, 21 and 24 : *For* " Ídhra " *read* " Ídhra "

**Page 92.**—Line 15 : *Delete* " circular " to " dwelling," and *substitute* " white iron tower on a concrete building,"

Line 29 : *After* " **Danger.**—" *insert* " **Lights.**—"

**Page 93.**—Line 2 : *For* " reef " *read* " rock "

Line 3 : *For* **[**" 7 fathoms (12<sup>m</sup>8) " *read* " 4 $\frac{3}{4}$  fathoms (8<sup>m</sup>7) " and *for* **]** " 2 $\frac{1}{2}$  " *read* " 2 $\frac{1}{4}$  "

Line 4 : *Add* :—In 1951, it was reported that the depth over this rock was 29 feet (8<sup>m</sup>8).

*After* line 13 *insert* :—

A light is exhibited, at an elevation of 69 feet (21<sup>m</sup>0), from an iron framework structure 6 feet (1<sup>m</sup>8) in height, on the north-eastern extremity of Módhi island.

**[**Line 33 : *After* " cables." *insert* :—A 6-fathom (11<sup>m</sup>0) shoal lies nearly in mid-channel between Búrji and the islet north-westward of Cape Alíki. **]**

*After* line 43 *insert* :—

A light is exhibited, at an elevation of 23 feet (7<sup>m</sup>0), from an iron framework structure situated on Cape Stavρός.

**Page 94.**—Line 46 : *For* " **Light** " *read* " **Lights** "

*After* line 48 *insert* :—

A light is exhibited from an iron column, about 14 feet (4<sup>m</sup>3) in height, on an islet close north-westward of the dockyard at Póros.

**[**A light is exhibited, at an elevation of 20 feet (6<sup>m</sup>1), from an iron tower with a column, 13 feet (4<sup>m</sup>0) in height, on Cape Nédha, *see* page 95. **]**

**[**Line 53 : *After* " harbour " *insert* " , and off it there is a mooring buoy " **]**

**Page 95.**—Lines 10, 15, 27, 30 : *For* " Budúri " *read* " Boutouri "

**[**Line 17 : *Add* :—Ayíos Nikolaos church and a water tank are situated on the southern side of the harbour about 8 cables south-eastward and 1 $\frac{3}{4}$  cables south-south-westward, respectively, of Cape Tombázi. **]**

*After* line 25 *insert* :—

**Prohibited anchorages.**—**Lights.**—Anchorage is prohibited in an area, indicted on the chart, on either side of a pipe-line which crosses the eastern part of Póros harbour, between Cape Boutouri and Cape Tombázi.

*Page 95 continued.*

Anchorage is also prohibited within an area, indicated on the chart, **[near the dockyard, on account of water pipes, and in the vicinity]** of submarine power cables which cross Póros strait, between the western end of Póros peninsula and Galatá; lights are exhibited from pillars at the shore ends of the cables. See page 21.

Line 32 : For " a single obelisk " read " two obelisks "

After line 42 insert :—

In 1945 excellent water was obtainable from the watering place shown on the chart about half a mile west-north-westward of Galatá.

**[Page 96.—After line 49 insert :—**

**Lights.**—A light is exhibited on the eastern coast of Méthana peninsula about half a mile southward of the village of Vromo.]

**[Line 50 : For " Light.—" read " Lights.—" and for " 75 feet (22<sup>m</sup>9) " read " 69 feet (21<sup>m</sup>0) "]**

**[After line 52 : Insert :—**

Vathi Méthana light is exhibited, at an elevation of 16 feet (4<sup>m</sup>9), from a concrete column on the south-western side of the island about 2 miles south-eastward of Cape Panayíá.]

**Page 97.—Line 7 : After " Afyina.—" insert " Light-buoy.—"**

Line 34 : Add :—A light-buoy, exhibiting a *white quick flashing* light, is moored about one mile east-north-eastward of Cape Tourlos.

Line 54 : For " and danger areas " read " area "

**Page 98.—Lines 4-10 : Delete.**

**Page 99.—Line 33 : For " 35 feet (10<sup>m</sup>7) " read " 21 feet (6<sup>m</sup>4) "**

Line 34 : For " 23 feet (7<sup>m</sup>0) " read " 16 feet (4<sup>m</sup>9) "

**[Line 47 : After " bay " insert " ; a mooring buoy has been established 3 cables offshore about half a mile north-westward of the above-mentioned point "]**

**[Page 100.—After line 28 insert :—**

**Light.**—A light is exhibited, at an elevation of 30 feet (9<sup>m</sup>1), from an iron tower and column on Cape Kalamáki.]

**Page 101.—Line 12 : For " 36 feet (11<sup>m</sup>0) " read " 39 feet (11<sup>m</sup>9) "**

Line 29 : For " Moláthi " read " Moláthi "

**Page 103.—Line 10 : For " 304° " read " about 304° "**

Line 11 : For " south-westward " read " close south-westward "

**[Line 21 : Delete " (Port St. Nikolo) "]**

Lines 38-39 : Delete " 23 " to " north-western " and substitute " 26 feet (7<sup>m</sup>9), from a structure situated on an off-lying rock near the northern "

**Page 104.—Lines 27-28 : Delete " from " to " height " and substitute " , at an elevation of 127 feet (38<sup>m</sup>7), from a white iron tower, 13 feet (4<sup>m</sup>0) in height "**

Line 31 : After " northward " insert " ; fishing vessels and sailing craft may, however, pass between the island and the Greek coast, keeping as close to the mainland as safe navigation permits "

Line 33 : After " Coast.—" insert " Lights.—"

After line 37 insert :—

*Page 104 continued.*

*Red* obstruction lights are exhibited from a radio mast on Cape Kavouri ; the head of the mast has an elevation of 330 feet (100<sup>m</sup>6), and the lights are disposed in pairs at intervals of 50 feet (15<sup>m</sup>2) below the mast head.

**Page 105.**—Line 9 : *After* “ and ” *insert* “ there is a shoal with a least depth of 3½ fathoms (5<sup>m</sup>9) about 2 cables further south-westward ; ”

Line 18 : *For* “ **Light** ” *read* “ **Lights** ” [and *after* “ from ” *insert* “ an iron column, 13 feet (4<sup>m</sup>0) in height, on ”]

*After* line 19 *insert* :—

A light for the use of aircraft is exhibited, at an elevation of 66 feet (20<sup>m</sup>1), from a position about half a mile north-eastward of Cape Koliá.

*After* line 28 *insert* :—

A seaplane harbour, enclosed by two small breakwaters, lies about 5½ cables north-north-eastward of Cape Thisévs.

Lines 33-37 : *Delete* “ A landing ” to “ baths.”

Lines 45, 49 : *For* “ Mounikhía harbour ” *read* “ Tourkolimano (Mounikhía harbour) ”

*After* line 47 *insert* :—

A small foul area is situated about 4¾ cables east-south-eastward of the head of Tourkolimano breakwater.

**Page 106.**—Line 2 :—

Lines 5-6, 12 and 29 : *For* “ Mounikhía harbour ” *read* “ Tourkolimano ”

Lines 7-10 : *Delete*.

Line 11 : *For* “ A light ” *read* “ **Lights**.—A light ”

Lines 13-23 : *Delete and substitute* :—

There are two leading beacons, surmounted by red and white triangles, at the head of Tourkolimano from which lights are exhibited ; these light-beacons in line, bearing 315°, lead into the harbour.

A light is exhibited, at an elevation of 20 feet (6<sup>m</sup>1), from each of the heads of the breakwaters enclosing the seaplane harbour north-north-eastward of Cape Thisévs.

【Sewage pipes, indicated on the chart by pecked lines, are marked by spherical buoys painted in red and white horizontal bands moored about 1¾ cables north-eastward, 5¾ cables east-north-eastward and 2½ cables south-south-eastward of the head of the breakwater on the south-eastern side of Tourkolimano.】

Line 37 : *For* “ **Zéa harbour** ” *read* “ **Passalimani** ”

Lines 44-45 : *For* “ “ Zéa harbour ” *read* “ Passalimani (Zéa harbour) ”

Line 50 : *For* “ Zéa harbour ” *read* “ Passalimani ”

Line 52 : *Delete* “ Léon ” to “ harbours ” and *substitute* “ Prolimon (Léon harbour), Esoterikos basin (Mégas harbour) and Alón basin (Kophos harbour) ”

**Page 107.**—Lines 37-39 : *Delete* “ a stone ” to “ Forón ” and *substitute* “ bollards on both sides of the ”

Line 39 : *Add* :—There is a travelling crane on the quay on the northern side of the harbour. The head of the harbour is foul.

**Pilotage.**—Pilotage is compulsory, except for Men-of-war and

*Page 107 continued.*

Naval auxiliary vessels, Grecian coast-wise vessels, sailing vessels and mechanically propelled vessels of less than 150 tons. Vessels should await a pilot in a position about one mile outside the harbour entrance.

**Buoy.**—A red can buoy is moored about 3 cables northward of Cape Kéramos.

*After line 48 insert :—*

Anchorage is prohibited, on account of submarine telegraph cables, in Ba-i-Koutsí, a small bay on the south-eastern side of the approach to the Piraiévs, situated about half a mile south-eastward of the root of Themistoklí's breakwater.

**Page 108.**—[Line 3 : *Add* :—There is a 6-fathom (11<sup>m</sup>0) patch about 60 yards (54<sup>m</sup>9) southward of the head of the northern breakwater.]

Line 10 : *For* " near the dry docks " *read* " at the Naval College "

Line 12 : *For* " Léon (Leontes) harbour " *read* " Prolimon (Léon harbour) "

Line 16 : *For* " Léon harbour " *read* " Prolimon "

Lines 17-19 : *Delete* " , in the " to " docks." and *substitute* ———

—————. The north-western side of this harbour is a coaling quay, [about 300 feet (91<sup>m</sup>4) off the middle of which there is a detached 34-foot (10<sup>m</sup>4) patch.]

A floating dock is moored about 1½ cables south-westward of the entrance to the dry dock."

Line 20 : *For* " Mégas harbour " *read* " Esoterikos basin (Mégas harbour) "

Lines 22-24 : *Delete* " Coal " to " harbour."

Line 25 : *After* " Alkímon " *insert* " or Xaveriou "

Line 27 : *After* " Miaouílís " *insert* " or Custom house "

Lines 31-32 : *Delete* " and at " to " under " and *substitute* :—

" ; at the eastern end of the harbour is Poseidonos quay, where there is a landing stage, close behind which are the Naval Offices, surmounted by "

*After line 33 insert :—*

In 1948, two floating pontoons were moored alongside the quay near the Customs house ; depths alongside the pontoons were from 27 to 30 feet (8<sup>m</sup>2 to 9<sup>m</sup>1), and vessels of up to 17,000 tons were berthed there.

Line 34 : *For* " Alón (Kophos) harbour " *read* " Alón basin (Kophos harbour) "

Lines 35, 52, 54 : *For* " Mégas harbour " *read* " Esoterikos basin "

*After line 39* —————

Line 40 : *For* " Mégas and Alón harbours " *read* " Esoterikos and Alón basins "

Lines 44-46 : *Delete* " Two " to " near " and *substitute* " A light is exhibited, at an elevation of 43 feet (13<sup>m</sup>1), from "

Lines 48-50 : *Delete* " Two " to " on " and *substitute* :—

" A light is exhibited, at an elevation of 43 feet (13<sup>m</sup>1), from "

Line 51 : *For* " black " *read* " red "

Line 53 : *After* " light " *insert* " every two seconds "

**Page 109.**—Lines 2-5 : *Delete* and *substitute* :—

A light is exhibited at the head of the landing stage at the western end of Poseidonos quay.

Lines 6-9 : *Delete* “not proceeding” to “harbour” and *substitute* :—“may berth alongside the wharves on the [north-western sides] of Prolimon [and Esoterikos basin] and on the western side of Alón basin ; elsewhere they berth stern-to”

Line 13 : *After* “berth.” *insert* :—Warships generally berth stern-to on the south-eastern and north-eastern sides of Esoterikos basin ; Greek warships also use the south-western part of Prolimon, berthing alongside.

[Line 16 : *Add* :—Merchant vessels of over 1,000 gross tons are required to employ a tug.]

Lines 17-18 : *Delete*.

Lines 29-30 : *Delete* and *substitute* :—

Eight floating cranes are available, including one of 100 tons, three of 60 tons and one of 40 tons capacity ; also one 40-ton sheerlegs.

[A bridge-crane for handling coal has a capacity of 80 tons per hour, and there are grain elevators with four pairs of pumps, each pair having a capacity of 80 tons of grain per hour.

*After* line 33 *insert* :—

There is a floating dry dock capable of accommodating vessels up to 12,000 tons.

[*After* line 39 *insert* :—In 1951, imports exceeded 2,436,000 tons and exports were nearly 46,730 tons, both showing an increase of 100% over pre-war traffic.]

Line 44 : *For* “W/T” *read* “radio”

Line 53 : *Delete* “channels” to “by a” and *substitute* :—  
“channels. Between the north-western extremity of Salamís and the mainland north-westward there is a channel, about one cable in width, [and marked by three pairs of buoys], with, in 1949, a depth of 20 feet (6<sup>m</sup>1) in the fairway. The centre line of the channel is indicated by the alignment of three white leading marks, in line bearing about 211°, situated on the coast about three-quarters of a mile west-north-westward of Cape Tofkhos.”

**Page 110.**—Lines 2-4 : *Delete*.

*After* line 10 *insert* :—

**Dangers.**—Shoal water was reported, in 1945, in an area, indicated by pecked lines on the charts, about 1½ miles east-south-eastward of Cape Kókhi.

Line 15 : *Delete* and *substitute* “tower on a dwelling, 33 feet (10<sup>m</sup>1) in height,”

Line 25 : *After* “Dangers.—” *insert* “Buoy.—”

**Page 111.**—Line 2 : *Delete* “3” to “it,” and *substitute* “2½ fathoms (5<sup>m</sup>0) over it, and marked on its northern side by a conical buoy with a triangular topmark,”

Line 43 : *After* “harbour.—” *insert* “Light.—”

Line 49 : *After* “1934.” *insert* :—There is a wharf extending about 1½ cables northward from the root of the breakwater ; there are jetties in the eastern and northern parts of the bay.

[*After* line 52 *insert* :—

A conical buoy, painted in red and white vertical stripes, with a

*Page 111 continued.*

red can-shaped topmark, is moored on the southern side of a rocky shoal on the northern side of the harbour.】

A light is exhibited, at an elevation of 23 feet (7<sup>m</sup>0), from an iron framework pylon with dwelling, 16 feet (4<sup>m</sup>9) in height, situated at the head of the breakwater.

Line 53 : *For " two " read " several "*

*After line 54 insert :—*

**Obstruction.**—In 1946, foul ground was reported about half a mile south-westward of the entrance to Iraklís harbour.

**Page 112.**—Lines 2-4 : *Delete.*

Line 6 : *After " channel.—" insert " Lights.—"*

【Line 20 : *After " light " insert " , the southern pair every one and a half seconds and the northern pair every three seconds "】*

Line 24 : *Add :—*A shoal, with a least depth of 2½ fathoms (4<sup>m</sup>6), lies in the centre of this channel.

Line 25 : *For " 3½ fathoms (5<sup>m</sup>9) " read " 3 fathoms (5<sup>m</sup>5) "*

【Line 29 : *For " buoy " read " conical buoy exhibiting a red flashing light every six seconds "】*

*After line 35 insert :—*

A light is exhibited from the mainland ferry pier.

A light is exhibited from the head of a small jetty, which extends westward from the mainland about half a mile northward of the ferry pier.

Line 46 : *Delete " the southern " to " dockyard " and substitute :—*  
*" Áyios Yeóryios island "*

*After line 51 insert :—*

A light is exhibited from the stern of a stranded wreck about 2 cables north-north-westward of the southern pier.

Line 54 : *After " bay.—" insert " Lights.—Obstruction.—"*

**Page 113.**—Line 7 : *After " bank " insert " , on which there are several rocks, with depths of less than one fathom (1<sup>m</sup>8) over them "*

*After line 9 insert :—*

A light is exhibited, at an elevation of 13 feet (4<sup>m</sup>0), on the western extremity of Arpidhóni.

Lines 13-16 : *Delete and substitute :—*

The passage between Megáli Kirá and Mikrá Kirá is obstructed and no longer navigable.

A breakwater extends about 400 feet (121<sup>m</sup>9) south-westward and thence another 400 feet (121<sup>m</sup>9) south-south-westward from the southern extremity of Cape Moláki, forming the small harbour of Skaramangá at the extreme northern end of Skaramangá bay 【; shoal water extends off both sides of the breakwater for a short distance】. There is a mooring buoy in the harbour and a quay, about 165 feet (50<sup>m</sup>3) in length, with a depth of 12 feet (3<sup>m</sup>7) alongside it.

A light is exhibited, at an elevation of 11 feet (3<sup>m</sup>4), from the head of the breakwater.

Three piers extend from the eastern shore of the bay and there are two mooring buoys, for the use of vessels adjusting compasses, about 3 cables southward of the western extremity of Megáli Kirá.

*After line 22 insert :—*

**Prohibited anchorage.**—Anchorage is prohibited, due to the existence of a water pipe, in an area, indicated by pecked lines on the



*Page 113 continued.*

chart, between Skaramangá and Cape Arápis.

Lines 26-28 : *Delete* " The course " to " Póunda."

Line 34 : *After* " **Danger.—**" *insert* " **Light.—Obstruction.—**"

*After* line 42 *insert* :—

A light is exhibited from the head of a jetty at Salamís village.

*After* line 44 *insert* :—

An obstruction is situated about 4 cables south-westward of the head of the jetty at Salamís village.

**Page 114.**—Line 3 : *Delete* " , shallow "

Line 5 : *After* " **Buoy.—**" *insert* " **Lights.—**"

[Line 22 : *Delete* and *substitute* :—

The harbour at Elefsís is formed by two moles the western of which runs in a north-north-westerly direction from its head for about 260 feet (79<sup>m</sup>2) and thence east-north-eastward to the shore ; the depths alongside this mole decrease from 18 feet (5<sup>m</sup>5) at its head to 12 feet (3<sup>m</sup>7) about 200 feet (61<sup>m</sup>0) north-north-westward ; a vessel lying at the mole should be prepared to leave should strong onshore winds arise.]

A metal pier for loading ore has been constructed about 2½ miles west-south-westward of the root of the pier at Elefsís ; it is about 165 feet (50<sup>m</sup>3) in length, and off it are four mooring buoys for large vessels.

About half a mile eastward of the pier at Elefsís, a concrete pier, about 260 feet (79<sup>m</sup>2) in length, extends from the coast in an easterly direction ; there is a depth of 20 feet (6<sup>m</sup>1) at its head off which are two mooring buoys ; northward of the pier the depths decrease rapidly.

A light is exhibited, at an elevation of 16 feet (4<sup>m</sup>9), from an iron column, 10 feet (3<sup>m</sup>0) in height, situated on the head of the [eastern mole at Elefsís.]

*Charts 894, 1513.*

A light is exhibited, at an elevation of 16 feet (4<sup>m</sup>9), from an iron column, 12 feet (3<sup>m</sup>7) in height, situated on the head of a breakwater on the south-eastern side of Elefsís bay, about 6 cables eastward of Cape Moláki (*Lat.* 38,° 00' N., *Long.* 23° 34' E.).

*Chart 1513.*

*After* line 40 *insert* :—

A small bank, with a least depth of 20 fathoms (36<sup>m</sup>6), lies about 1½ miles west-south-westward of Pálhi.

Lines 43-45 : *Delete* " Skironídhēs " to " Mégara."

**Page 115.**—Line 34 : *For* " Kalamaki bay " *read* " Kórinthos canal "

*After* line 39 *insert* :—

The ruins of a house about 4 cables northward of Kalamáki pier are easily distinguished.

Line 48 : *After* " **Anchorage.—**" *insert* " **Foul ground.—**"

Line 54 : *Delete.*

**Page 116.**—Line 1 : *For* " Kalamaki bay " *read* " Kórinthos canal "

Lines 2-4 : *Delete* and *substitute* :—

Northward of a line drawn in an 070° direction from the head of the breakwater the anchorage is foul.

Line 9 : *Delete.*

**Page 117.**—Line 21 : *After* “ exhibited ” *insert* “ , at an elevation of 243 feet (74<sup>m</sup>1), ”

**Page 118.**—Line 29 : *Add* :—A factory with a small pier near it is situated about 1½ miles north-north-eastward of Cape Stfli.

*After* line 45 *insert* :—

A bank, with a depth of 14 fathoms (25<sup>m</sup>6), lies about three-quarters of a mile north-westward of Akrádhia islets.

**Page 119.**—Line 3 : *For* “ 85 feet (25<sup>m</sup>9) ” *read* “ 95 feet (29<sup>m</sup>0) ”

Lines 24-25 : *Delete* “ The landing ” to “ village. ”

Line 28 : *For* “ windmills ” *read* “ towers ”

Line 29 : *After* “ church ” *insert* “ and a third about 4¾ cables eastward of it ”

Line 33 : *Delete* “ lighthouse ”

*After* line 33 *insert* :—

There are two small jetties about one cable south-eastward of the church in the village. \_\_\_\_\_

Line 36 : *Add* :—\_\_\_\_\_ A conical buoy is moored off the salt pans jetty, situated about one mile south-south-eastward of the stone pier.

[Line 42 : *For* “ 134 feet (40<sup>m</sup>8) ” *read* “ 10 feet (3<sup>m</sup>0) ”]

[Line 43 : *Delete* and *substitute* :—

“ from a white iron tower, 10 feet (3<sup>m</sup>0) in height, on ”]

[*After* line 44 *insert* :—]

**Obstruction.**—A submerged obstruction extends eastward from Cape Bombárdha for a distance of about 4 cables.

[**Page 121.**—Line 5 : *For* “ lying close off ” *read* “ now connected by rubble from mining works in the vicinity to ”]

**Page 122.**—Line 4 : *For* “ Siphano ” *read* “ Sifnos ”

Line 5 : *Delete* “ (Siphano) ”

Line 11 : *Delete* “ (St. Elias) ”

Line 25 : *For* “ 4½ ” *read* “ 5 ”

Line 27 : *Delete* and *substitute* :—

“ 5½ fathoms (10<sup>m</sup>1) over it, lies about 4 cables south-south-westward of Cape Tripiti, the north- ”

Line 28 : *Add* :—A rock awash lies close off a point situated about 2 cables southward of Cape Tripiti.

Line 35 : *Delete* “ (Philippo) ”

Line 43 : *Delete* “ (Georgio) ”

Line 44 : *For* “ a village ” *read* “ the village of Kherronisos ”

Line 45 : *For* “ A rock ” *read* “ Tsoukala rock ”

Line 47 : *Delete* “ (Kastro) ”

Lines 53-53 : *Delete* “ ; a mooring ” to “ point ”

**Page 123.**—Line 1 : *For* “ Siphano ” *read* “ Sifnos ”

Line 3 : *Delete* “ (Port Pharos) ”

Line 8 : *Delete* “ (Platialis) ”

[*After* line 19 *insert* :—

A light is exhibited, at an elevation of 128 feet (39<sup>m</sup>0), from an iron structure, 7 feet (2<sup>m</sup>1) in height, on Cape Filippós.]

Line 42 : *Delete* “ close ” to “ Apollonia ” and *substitute* “ near the western side of Fáros bay ”

Page 123 continued.

Lines 47-48 : *Delete* " the rock " to " high," and *substitute* " Tsoukala rock "

Line 49 : *For* " *Serpho* " *read* " *Sérifos* "

Lines 50-51 : *Delete* " *Sérifos* " to " (584<sup>m</sup>9) " and *substitute* " **Beacons.**—The island of *Sérifos* is 1,585 feet (483<sup>m</sup>1) "

Line 53 : *After* " bay " *insert* " (see page 124) "

**Page 124.**—Line 1 : *For* " *Serpho* " *read* " *Sérifos* "

Line 2 : *Delete* " (Cyclops) "

Line 6 : *For* " conspicuous " *read* " prominent "

Line 14 : *Delete* " (Kutala) "

Line 15 : *Delete* " (Steli) "

Line 17 : *After* " ward " *insert* " ; a beacon stands on Cape *Áspros* "

Line 24 : *For* " A rock " *read* " A dangerous unmarked rock "

Lines 25-26 : *Delete* " and " to " northward " and *substitute* " , in the centre of the approach to *Ambeli* bay and about half a mile off-shore "

Lines 31-34 : *Delete* and *substitute* :—

A rock awash lies southward of Cape *Ámino*.

Two beacons are situated in *Livádh* bay, one on the western shore about 4 cables southward of *Poundí* light-structure (see below) and the other on the eastern shore, about 3 cables eastward of the light-structure. A rock, nearly awash, lies on the western side of the bay, on the end of a shoal which extends offshore about 2 cables southward of the western beacon.

*After* line 47 *insert* :—

Cape *Volos* is the northern extremity of *Sérifos* and the entrance to *Psarometókhion* bay lies about 1½ miles westward. A shoal, with a depth of less than 6 feet (1<sup>m</sup>8) over it, lies about 2½ cables offshore, north-westward of a bluff headland, 400 feet (121<sup>m</sup>9) high, forming the eastern entrance point of *Psarometókhion* bay.

**Page 125.**—Line 1 : *For* " *Serpho* " *read* " *Sérifos* "

Line 5 : *Delete* " (Vus) " to " (131<sup>m</sup>1) " and *substitute* " , an islet 435 feet (132<sup>m</sup>6) "

Line 9 : *For* " (Seriphópulon), an islet," *read* " , an islet "

Line 13 : *For* " *Serpho* and *Thermia* " *read* " *Sérifos* and *Kíthnos* "

Line 14 : *Delete* " **Danger.**—"

Lines 16-21 : *Delete* and *substitute* :—

*Chart 1817, plan of Kíthnos.*

Line 26 : *Delete.*

Line 27 : *After* " **KÍTHNOS.**—" *insert* " **Light.**—" and *delete* " (Thermia) "

Line 33 : *Delete* " (Kythnos) "

Line 34 : *Delete* " (Kephalos) "

Line 35 : *For* " *Síllaka* (*Sillacca*) " *read* " *Dhriopis* "

*After* line 36 *insert* :—

A light is exhibited on Cape *Kéfalos*, the northern extremity of the island.

Lines 37, 41, 45 : *For* " *Kólia* " *read* " *Kólias* "

Line 38 : *For* " *Dhimitris* (*Dinaitri*) " *read* " *Dhimítrios* "

Line 48 : *Delete* " (Piskopi) "

**Page 126.**—Line 1 : *For* " *Thermia* " *read* " *Kíthnos* "

*Page 126 continued.*

Line 2 : After "harbour.—" insert "Buoy.—Beacon.—" and delete " (St. Stephanos) "

Line 4 : Delete " (St. John) "

Line 8 : After " point." insert :—A mooring buoy lies between the shoal and the point, and a beacon stands on a small promontory about half a mile northward of the point.

Line 15 : For " Lights.—Loutrá (Irene) " read " Light.—Loutrá "

Line 28 : Delete.

Line 46 : Delete " in bas-relief "

Lines 46-50 : Delete " on the " to " mountain." and substitute :— " out of a rock in the valley close eastward of the town of Kéa, the capital."

**Page 127.**—Line 35 : For " and is " read " and was "

Line 43 : After " situated " insert " in the village of Livádhi,"

Lines 44-45 : Delete " good " to " mole." and substitute " quay with a depth of 6 feet (1<sup>m</sup>8) alongside the northern half, except for a 3-foot (0<sup>m</sup>9) patch near the corner of the protecting mole. Vessels usually berth stern-to, with anchors out to the eastward."

Line 46 : After " beach " insert " , near the centre of which the school is situated ; a factory with a large chimney, is situated about 2 cables southward of the school. Other objects easy to identify are the church of Áyios Yeóryios (St. Giorgio), and a large grey house, close north-eastward of the school "

Line 48 : Add :—On the southern side of the bay is situated the village of Vourkári, where there is a shallow quay.

Lines 49-50 : Delete " and a " to " 3 " and substitute " , where there is also a small slipway, and a group of buildings is situated about 3½ "

Line 51 : After " E.) ; " insert " the churches of Ayía Iríni and Áyioi Anáryiroi, in the north-eastern and south-eastern corners of the bay, respectively, and a large grey house on high ground about the middle of the northern shore, are easily identified ; "

Line 52 : After " along the " insert " northern "

**Page 128.**—Line 27 : Delete " A large " to " stock." and substitute :—A quantity of coal is normally kept in stock, but in 1946 there was none.

Line 31 : For " from the Piraiévs " read " locally "

Line 32 : Delete and substitute :—

Sufficient water for the needs of small craft is obtainable from Livádhi and Vourkári.

Line 36 : Add :—A pinnacle rock, with a depth of 17 fathoms (31<sup>m</sup>1) over it, lies about 1½ miles westward of Cape Áyios Nikólaos, in surrounding depths of 45 to 50 fathoms (82<sup>m</sup>3 to 91<sup>m</sup>4) ; half a mile closer inshore there was, in 1946, foul ground due to the semi-buoyant remains of submarine nets.

**Page 129.**—Line 37 : For " three " read " two "

Lines 46-47 : Delete " Mikrokamméni " to " and " and substitute :— " and in 1943, had extended in a north-easterly direction due to the effects of volcanic eruptions, engulfing the island of Mikrokamméni which formerly lay close off the north-eastern side of Néa Kaméni ; "

Lines 49-52 : Delete " An eruption " to " 1928."

**Page 130.**—Line 4 : *Add* :—It was reported, in 1946, however, that the depths between Thíra and the Kamméni islets agreed closely with those shown on the chart.

Line 18 : *After* " island." *insert* :—A remarkable large white square monastery stands on the summit of Mount Áyios Ilías. At a considerable distance, this building has the appearance of a brilliant snow-cap to the peak.

Line 42 : *For* " 5-fathom (9<sup>m</sup>1) " *read* " 4½-fathom (8<sup>m</sup>2) "

Lines 45-49 : *Delete* " The northern " to " patch."

**Page 131.**—Line 18 : *After* " Thíra.—" *insert* " Mooring buoys.—"

Line 32 : *Delete* " , but there is no anchorage "

Line 34 : *After* " place." *insert* :—In 1946, the moorings of this buoy were reported to be in bad condition and unsafe, except for small vessels.

*After* line 38 *insert* :—

A red cylindrical mooring buoy lies in Oía anchorage (page 130), west-south-westward of Marmaríni.

**Anchorage.**—There is anchorage, during fine weather, on the bank west-south-westward of Firá. In 1946, H.M.S. *Pelican* found safe anchorage in 20 fathoms (36<sup>m</sup>6) with the white chimney at Firá, shown on the chart, bearing 063°, distant three-quarters of a mile.

Lines 46-48 : *Delete* " Port " to " islands," and *substitute* :—

" Megálo bay lies on the northern side of Néa Kamméni about half a mile eastward of Stakti point, the northern extremity of the island ; the northern and eastern sides of the island as "

Line 49 : *Delete* " thoroughly "

Line 50 : *For* " 1925 " *read* " about 1943 ; the new formation appears to consist of loose black ash, about 50 feet (15<sup>m</sup>2) high, gradually sloping to sea level at the eastern extremity of the island "

**Page 132.**—Line 28 : *Add* :—A chimney, which is a good mark, stands about half a cable westward of the root of the northern break-water.

Line 50 : *Add* :—In 1946, it was reported that Thíra was no longer connected to the general telegraph system, the submarine cable between the island and Náxos having been cut by a mine explosion.

**Page 133.**—Line 19 : *Delete* " (Polykandro) "

Line 25 : *Delete* " (Vincenzo) "

Line 33 : *Delete* " (Dominico) "

Line 34 : *After* " Ioánnis " *insert* " (Ay Ioánnis) "

Line 36 : *After* " (5<sup>m</sup>5) " *insert* " , or less "

Line 39 : *Delete* " (Poloxaris) "

Line 43 : *For* " 1½ fathoms (3<sup>m</sup>2) " *read* " less than 6 feet (1<sup>m</sup>8) "

Line 49 : *Delete* " (Adelphi) "

**Page 134.**—Line 14 : *Delete* " (Kyparissos) "

**Page 135.**—Line 3 : *Delete* " (Kavos ti Malta) "

Line 4 : *After* " Áyios Yeóryios " *insert* " (Ay Yeóryios) "

Line 6 : *Delete* " (Avolathanisi) "

Line 9 : *After* " Síkinos " *insert* " (Sikino) "

Line 11 : *Add* :—The village of Khorio stands close southward of Síkinos.

Line 15 : *Delete* " (Nio) "

*Page 135 continued.*

Line 17 : *Delete* " (Diacophtho-nisi) "

Line 25 : *Delete* " (Petaleitha) "

Line 28 : *For* " Port Nio " *read* " Íos bay "

Line 30 : *Delete* " (Phanari) "

Line 32 : *Delete* " (Exeris) "

*After line 33 insert* :—

Dhespoti reef, with a depth of  $8\frac{1}{2}$  fathoms ( $15^m5$ ) over it, lies in the western approach to the harbour, about  $3\frac{1}{2}$  cables south-westward of Cape Fanári light-structure and has depths of from 18 to 25 fathoms ( $32^m9$  to  $45^m7$ ) within about half a cable of its shoalest part.

Line 36 : *After* " offshore " *insert* " ; a rock, with a depth of less than 6 feet ( $1^m8$ ) over it, lies about half a cable eastward of the rock awash and at the seaward end of a spit, with a depth of 3 fathoms ( $5^m5$ ), or less, over it, extending about half a cable from the coast "

Lines 37-39 : *Delete* " westward " to " cape." and *substitute* :—  
" west-south-westward for about a cable."

*After line 48 insert* :—

Koumbara bay, which is open south-westward, lies close westward of Íos harbour, from which it is separated by a promontory of which Cape Fanári is the southern extremity ; an islet lies about  $4\frac{1}{2}$  cables east-north-eastward of the south-western Dhiakoftó islet, which forms the north-western entrance point of the bay, and about half a cable off the northern shore of the bay, to which it is connected by a reef ; depths of 2 fathoms ( $3^m7$ ), or less, extend about three-quarters of a cable from the head of the bay which is otherwise clear of dangers.

Close northward of Koumbara bay is Manitas bay, entered between Cape Dhiakoftó and Cape Vigla, about  $5\frac{1}{2}$  cables north-eastward ; the bay is open westward and depths of 2 fathoms ( $3^m7$ ), or less, extend nearly a cable from its head.

Line 51 : *Delete* " (Aklathis) "

Line 52 : *Delete* " (Pyrgari Kavos) "

**Page 136.**—Line 13 : *Delete* " (Luka Avlaki) "

Line 15 : *For* " a mile " *read* " three-quarters of a mile "

Line 16 : *Delete* " (Kavos-to Papa) "

Line 32 : *For* " 2,694 feet ( $821^m1$ ) " *read* " 2,560 feet ( $780^m3$ ) "

Line 37 : *Delete* " (Kastron) "

Line 45 : *Delete* " (Gravusa) "

**Page 137.**—Line 10 : *Delete* " (Port Vathy) "

Line 11 : *Delete* " (Elias) "

Line 28 : *Delete* " (Nikuria) "

Line 46 : *Delete* " (Langada) "

Line 50 : *After* " part " *insert* " , where, however, the holding ground is bad, the bottom being loose shingle. Vessels using this bay in unsettled weather must be on the watch for sudden shifts of wind ; owing to the height and proximity of the surrounding hills, violent gusts are sometimes encountered "

Line 51 : *Delete* " (Fokio Tripa) "

**Page 138.**—Line 3 : *Delete* " (Prosono) "

**[After line 13 insert** :—

**Light.**—A light is exhibited, at an elevation of 249 feet ( $75^m9$ ), from an iron framework structure with a hut, 20 feet ( $6^m1$ ) in height,

*Page 138 continued.*

on Cape Korax, the point southward of the hill of the same name, see page 136.]

[Lines 15-16 : *Delete* " 200 feet (61<sup>m</sup>0) high, and " ]

[*After* line 23 *insert* :—

**Light.**—A light is exhibited, at an elevation of 213 feet (64<sup>m</sup>9), on the summit of the northernmost of the Liádhi islets.]

**Page 146.**—[*After* line 18 *insert* :—

**Light.**—A light is exhibited, at an elevation of 164 feet (50<sup>m</sup>0), from an iron pyramid, 10 feet (3<sup>m</sup>0) in height, on Cape Stavros.]

Line 20 : *After* " bay.—" *insert* " **Light.**—"

*After* line 45 *insert* :—

A light is exhibited, at an elevation of 23 feet (7<sup>m</sup>0), from an iron column on a tower, 23 feet (7<sup>m</sup>0) in height, at the head of the main mole.

**Page 148.**—Line 22 : *Delete* " (Denusa) " to " (489<sup>m</sup>2) " and *substitute* " , an islet about 1,265 feet (385<sup>m</sup>6) "

Line 24 : *Delete* " (Rusa) "

Line 26 : *Delete* " (Trigono) "

Line 34 : *Delete* " (Chendro) "

Lines 34-35 : *For* " conspicuous " *read* " prominent "

[*After* line 36 *insert* :—

**Light.**—A light is exhibited, at an elevation of 492 feet (150<sup>m</sup>0), from an iron framework structure on a hut, 13 feet (4<sup>m</sup>0) in height, on Cape Kalóta.

Line 37 : *For* " 2836a " *read* " 2682 "

Line 38 : *After* " rock.—" *insert* " **Off-lying bank.**—" and *for* " rocks " *read* " rock "

Line 39 : *For* " lie " *read* " lies "

Lines 40-41 : *Delete* " One " to " bank ; " and *substitute* " The rock is steep and narrow, about 164 feet (50<sup>m</sup>0) high, and is nearly divided into two at about one-third its length from the eastern extremity ; on the summit of the other extremity is a cairn. It is surrounded by a narrow bank and "

Line 43 : *Delete* " of this rock "

*After* line 43 *insert* :—

A bank, with depths of from 22 to 98 fathoms (40<sup>m</sup>2 to 179<sup>m</sup>2) over it, extends about 5 miles eastward from a position about 3 miles south-eastward of Melántioi rock. This bank has not been completely examined.

[**Light.**—A light is exhibited, at an elevation of 184 feet (56<sup>m</sup>1), from an iron framework structure on a hut, 20 feet (6<sup>m</sup>1) in height, on the highest of Melántioi rocks.]

**Page 150.**—Line 8 : *After* " **Dangers.**—" *insert* " **Prohibited anchorage.**—" ]

*After* line 18 *insert* :—

Submerged obstructions lie in an area between Áspro and the south-eastern coast of Síros ; the limits of the area are indicated by pecked lines on the chart. Vessels are permitted to pass through this area but anchorage is prohibited.

*After* line 49 *insert* :—

*Chart 1542, plan of Syra harbour.*

Page 150 continued.

Line 54 : For " 33 feet (10<sup>m</sup>1) " read " 21 feet (6<sup>m</sup>4) "

Page 151.—Line 1 : After " 1542 " insert " , plan of Syra harbour "

Line 4 : Delete.

Line 11 : Add :—The head of the mole should be given a fairly wide berth, as the boulders, of which it is formed, extend under water for about 60 feet (18<sup>m</sup>3) beyond the light-structure.

Lines 16-17 : Delete " beacon " to " cylinder." and substitute " broken iron beacon, 3 feet (0<sup>m</sup>9) in height."

Line 21 : Add :—The dockyard jetty, situated about 3½ cables west-south-westward of the head of Nisaki mole, has a depth of 10 feet (3<sup>m</sup>0) at its head.

Line 22 : For " quay " read " quayage "

Line 53 : For " 1938 " read " 1945 " and for " 20,000 " read " 18,000 "

Page 152.—Line 2 : Delete " and fuel oil "

Lines 6-7 : For " quay ; it " read " quayage ; there are eight quayside connections, each capable of supplying at a rate of 4 tons per hour. The water "

Line 10 : For " tug " read " harbour tug of 120 H.P."

Line 35 : For " Jura " read " Yioúra "

Line 36 : Delete " (Jura) "

Page 154.—Line 9 : After " Granitis " insert " (Granite point) "

Page 155.—Line 7 : For " 1,220 feet (371<sup>m</sup>9) " read " 1,195 feet (364<sup>m</sup>2) "

Line 20 : Delete " (Korphos) "

Lines 42, 44 : Delete " (Turla) "

Lines 47-48 : Delete and substitute :—

" Two breakwaters protect a small bay situated on the northern side of the town ; the "

Line 54 : For " Light " read " Lights "

Page 156.—Line 2 : After " of the " insert " southern "

After line 3 insert :—

A light is exhibited, at an elevation of 23 feet (7<sup>m</sup>0), from the head of the northern breakwater.

Page 157.—After line 11 insert :—

Light.—A light is exhibited, at an elevation of 436 feet (132<sup>m</sup>9), from an iron pyramid, 13 feet (4<sup>m</sup>0) in height, near the south-western end of Khtapodhiá.]

Line 44 : Delete " , or new mole, "

Lines 46-47 : Delete " There " to " breakwater."

Line 50 : After " width " insert " ; in 1950, the greater portion of its northern part was dredged to a depth of 18 feet (5<sup>m</sup>5) "

Line 52 : For " 3½ fathoms (5<sup>m</sup>9) " read " 1½ fathoms (2<sup>m</sup>7) "

Page 158.—Line 3 : For " the " read " there are depths of about 16 feet (4<sup>m</sup>9) in the approach to the quayage in the northern part of the harbour but there are no berths alongside. The "



Page 158 continued.

[Line 7 : After " variable " insert " ; the best position, however, is about 1½ cables south-south-westward of the light-structure on the head of the southern breakwater " ]

Line 8 : Add :—The population, in 1945, was about 3,200.

In winter, water is plentiful ; there is a hydrant on the main quay but no hoses are available.

[Line 10 : Delete and substitute :—

" of 30 feet (9<sup>m</sup>1), from an iron column and dwelling, 23 feet (7<sup>m</sup>0) in height," ]

[Line 12 : For " from an iron structure " read " , at an elevation of 23 feet (7<sup>m</sup>0), from a concrete column and dwelling " ]

[Line 21 : For " 10 " and " (18<sup>m</sup>3) " read " 9¼ " and " (17<sup>m</sup>8)," respectively.]

Page 159.—Lines 14-15 : Delete and substitute :—

" Chart 1820, plan of Stenón Dhísvaton.

Stenón Dhísvaton.—Light.—Stenón Dhísvaton is "

[Line 17 : Delete " (Dysvaton) " ]

[Line 23 : Delete " (Aranka) " ]

[Line 33 : Delete " (Kovari) " ]

[Line 45 : Delete " (Leukos) " ]

[Line 46 : Delete " (Colonna) " ]

[Line 48 : For " Gavrión bay " read " Órmos Gávriou " ]

[Line 49 : For " Gávrión " read " Gávriou " and for " Gávrión " read " Gávriou " ]

[Line 51 : Delete " (Goremi) " ]

[Page 160.—Line 1 : For " Gavrión bay " read " Órmos Gávriou " ]

[Line 2 : Delete " (Phurnos) " and " Áyios " ]

[Line 3 : Delete " (Koruni) " ]

[Lines 4, 10, 14, 34 : For " Gávrión " read " Gávriou " ]

[Lines 15-16 : For " one-fathom (1<sup>m</sup>8) patch " read " rock awash " ]

[Line 18 : Delete " (Vovi) " ]

[Line 26 : For " Tourlitis rock " read " Tourleta islet " ]

[Line 37 : Delete " (Akomates) " ]

[Line 47 : For " Tourlitis (Turleta) rock " read " Tourleta islet " ]

[Lines 52-53 : Delete " , and " to " extreme " ]

Page 161.—[Line 1 : For " Gavrión bay " read " Órmos Gávriou " ]

[Lines 4, 5, 6, 10, 18, 19, 23 : For " Gávrión " read " Gávriou " ]

[Line 15 : For " Gávrión " read " Gávriou " ]

Line 36 : After " Andros.—" insert " Light.—"

[Line 40 : For " Kórthion " read " Kórthiou " ]

After line 49 insert :—

A light is exhibited, at an elevation of 10 feet (3<sup>m</sup>0), from a jetty at Kórthion.

[Line 53 : For " Kástron " read " Kástrou " and for " Kástron " read " Kástrou " ]

Page 162.—[Line 2 : Delete " (Puda) " ]

[Line 7 : For " 6 fathoms (11<sup>m</sup>0) " read " 5 fathoms (9<sup>m</sup>1) " ]

[Lines 8, 12, 13, 20 : For " Kástron " read " Kástrou " ]

Lines 24-26 : Delete " 33 " to " (6<sup>m</sup>4) " and substitute " 56 feet

Page 162 continued.

(17<sup>m</sup>1), from an iron tower on an iron framework pylon, 23 feet (7<sup>m</sup>0) "

Delete view.

[Line 36 : Delete " (Gerias) " ]

[Line 39 : Delete " (Kelandro) " ]

[Line 45 : Delete " (Kabanos) " ]

[Line 51 : Delete " (Doro) " ]

[Page 163.—Line 2 : Delete " (Eubœa) " ]

[Line 21 : For " Káristos " read " Káristou " and for " Gávrioi " read " Gávriou " ]

[Line 51 : Delete " (Phassa) " ]

Page 164.—[Line 13 : Delete " Mandili " ]

[Lines 33, 37 : For " Dóros " read " Arápis " ]

Line 36 : For " 111 feet (33<sup>m</sup>8) " read " 112 feet (34<sup>m</sup>1) "

Line 47 : For " south-westward " read " eastward or westward "

Line 48 : Add :—The sides of Megálos Kalóyeros are remarkable for several curiously shaped lumps, appearing from some directions to resemble the heads of hooded monks, from which likeness the name Kalóyeroi (monks) is derived.

Line 50 : For " 4 feet (1<sup>m</sup>2) " read " 8 feet (2<sup>m</sup>4) "

Page 165.—Lines 2-3 : Delete " a white " to " (3<sup>m</sup>0) " and substitute :—

" an iron tower on a masonry base, about 15 feet (4<sup>m</sup>6) "

Line 33 : For " PETALOÍ " read " PETALIOÍ "

Line 37 : For " 119 " read " 117 "

Line 49 : For " 166 " read " 128 "

Page 167.—[Line 6 : Delete " (Turko) " ]

Lines 33, 35 : Delete " , the white sector of "

Line 46 : After " conspicuous " insert " , as is a large heap of mineral waste situated on the southern entrance point "

Line 48 : Delete " a hill " to " church " and substitute " the hills, which rise sharply behind the town, are four large chimneys rising above mine shafts, which are conspicuous "

[Lines 51-54 : Delete and substitute :—

On the northern side of the bay, from east to west, are piers and jetties with depths at their heads as follows :—a substantial ore-loading pier, 20 feet (6<sup>m</sup>1) ; a wooden jetty for fishing vessels only, 8 feet (2<sup>m</sup>4) ; an unfinished masonry pier, 14 feet (4<sup>m</sup>3) ; a steel-framed planked jetty for caiques, 6 to 10 feet (1<sup>m</sup>8 to 3<sup>m</sup>0) ; and a landing pier with steps, 4 to 6 feet (1<sup>m</sup>2 to 1<sup>m</sup>8). At the head of the bay is the principal masonry pier which was destroyed during the war, with depths at its head of from 16 to 18 feet (4<sup>m</sup>9 to 5<sup>m</sup>5). Mooring buoys are laid off the heads of the larger piers.]

Page 168.—[Lines 2-5 : Delete and substitute :—]

Pilotage.—There is a pilot station at Port Lávrion.

Line 10 : After " Coast.—" insert " Lights.—"

Line 23 : After " northward ; " insert " the land rises into sharp rocky hills behind Ráftis bay, and for some distance to seaward the summit of Mount Imittós is conspicuous ; Kruni peak and the summit

Page 168 continued.

of Ráftis islet are also conspicuous in the approach to the bay,"

After line 37 insert :—

The hamlet of Áyios Nikolaos (St. Nikolao) lies on the southern side of the small cove about  $3\frac{1}{2}$  cables north-westward of Práso islet ; there are three small jetties on the eastern side of this cove.

After line 50 insert :—

A light is exhibited, at an elevation of 26 feet (7<sup>m</sup>9), from a white iron tower, 13 feet (4<sup>m</sup>0) in height, situated on the eastern of the Kókkinos islets, south-eastward of Cape Veláni.

Rafina bay lies about  $1\frac{1}{2}$  miles north-north-westward of Cape Veláni ; a breakwater, with a depth of 15 feet (4<sup>m</sup>6) at its head, extends southward for about 328 feet (100<sup>m</sup>0) from the northern entrance point of the bay. The anchorage is exposed to southerly and easterly winds.

The white houses on the high ground behind the bay are conspicuous and the steep hill close to the root of the jetty forms a useful mark when making the bay.

A light is exhibited, at an elevation of [26] feet [(7<sup>m</sup>9)], from a white iron tower, 13 feet (4<sup>m</sup>0) in height, on the head of the breakwater in Rafina bay.

Page 169.—[Line 2 : Delete " (Karystos) "]

[Lines 2, 9, 33 : For " Káristos " read " Káristou "]

Lines 16-22 : Delete and substitute :—

Chart 1820, plan of Káristos.

**Káristos.**—The port of Káristos lies at the head of [Káristou] bay, where two breakwaters enclose the harbour. The main breakwater extends for about 500 yards (457<sup>m</sup>2) west-south-westward from the east side of the harbour and the west breakwater extends for about 100 yards (91<sup>m</sup>4) south-westward from the west side of the town. The distance between the heads of the two breakwaters is about 135 yards (123<sup>m</sup>4). The town jetty, which extends into the middle of the harbour in a southerly direction, divides the port into an inner and an outer harbour. The inner harbour is protected in all weathers, whereas the outer harbour is exposed to southerly winds.

Both harbours have a depth of 15 to 16 feet (4<sup>m</sup>6 to 4<sup>m</sup>9), bottom mud. The town quay, which extends eastward from the root of the town jetty as far as the root of the main breakwater, has depths alongside of 6 to 12 feet (1<sup>m</sup>8 to 3<sup>m</sup>7), as also has the town jetty. It was reported, however, in 1947, that vessels could not berth alongside the western side of the latter owing to the existence of rocks and blocks of foundation stone.

There is a small boat repair yard, situated near the root of the western breakwater.

Káristos is connected to the general telegraph system.

There is a water pump on the town quay.

Line 23 : For " eastern mole " read " main breakwater "

Line 24 : For " village " read " centre of the town "

After line 24 insert :—

Chart 1820.

[After line 27 insert :—

Chart 1820, plan of Káristos.]

[Line 28 : For " 30 feet (9<sup>m</sup>1) " read " 33 feet (10<sup>m</sup>1) "]

*Page 169 continued.*

Lines 29-30 : *Delete* " eastern " to " bay " and *substitute* " head of the main breakwater at Káristos "

【*After line 30 insert :—*  
*Chart 1820.*】

*After line 37 insert :—*

The usual anchorage is situated about  $1\frac{1}{2}$  cables southward of the main breakwater in depths of from 10 to 15 fathoms ( $18^m3$  to  $27^m4$ ), sand, but the holding ground there is poor and the anchorage is exposed to all southerly gales.

**Page 171.**—Line 2 : *For* " 23 feet ( $7^m0$ ) " *read* " 22 feet ( $6^m7$ ) "

【*After line 39 insert :—*

**Light.**—A light is exhibited from an iron column at Marmári, about  $2\frac{1}{2}$  miles northward of Cape Likóremma, but it is liable to be confused with the lights of the town.

**Page 172.**—*After line 22 insert :—*

**Prohibited area.**—Anchoring and fishing is prohibited within an area, indicated by pecked lines on the chart, south-westward of Cape Marathón.

Lines 48-51 : *Delete and substitute :—*

A light is exhibited, at an elevation of 33 feet ( $10^m1$ ), from a white iron tower, 13 feet ( $4^m0$ ) in height, situated on the south-easternmost of the Verdhóuyi islets (*Lat.*  $38^\circ 11' N.$ , *Long.*  $24^\circ 07' E.$ ).

A light is exhibited, at an elevation of 56 feet ( $17^m1$ ), from a white iron tower, 6 feet ( $1^m8$ ) in height, situated on the north-westernmost of the Verdhóuyi islets.

A light is exhibited, at an elevation of 56 feet ( $17^m1$ ), from an iron hut with an iron framework pylon, 16 feet ( $4^m9$ ) in height, on Cape Ayía Marína.

**Page 173.**—Line 14 : *Delete* " with shoals on either side " and *substitute* " and obstructed by rocks, rendering it impassable, except for small vessels with local knowledge "

【*Line 31 : Add :—See also page 177.*】

【*After line 40 insert :—*

The tidal streams in Évripos strait at times run very strongly, *see page 181.*】

**Page 174.**—Line 1 : *Delete and substitute :—*

*Chart 2802, plan of Alivérion.*

Lines 5-6 : *Delete* " The town " to " breakwater." and *substitute :—*

The small port of Alivérion has a good enclosed harbour with a considerable quayed area. The harbour is formed by a breakwater, about a cable in length, which extends eastward from the western shore of the head of the bay, close south-westward of the town. General depths in the northern part of the harbour area are about 13 feet ( $4^m0$ ), but near the quays on the north-western side of the harbour depths are greater ; vessels with a draught of less than 16 feet ( $4^m9$ ) can secure to this quays. The small pier on the northern side of the harbour entrance is suitable for boats only.

Page 174 continued.

Line 9 : For " 23 feet (7<sup>m</sup>0) " read " [33] feet [(10<sup>m</sup>1)] "

Lines 17-18 : Delete " is a " to " head." and substitute " are three piers at Skála Oropós, a wooden pier, with a depth of 24 feet (7<sup>m</sup>3) at its head, lies at the eastern end of the town, the main pier constructed of stone lies at the western end of the town and has a depth of 10 feet (3<sup>m</sup>0) at its head ; there are landing steps at this pier ; a jetty underconstruction and a small pier lies about midway between the two larger piers. The anchorage, which is exposed to northerly winds, lies in the middle of the bay, in depths of from 10 to 12 fathoms (18<sup>m</sup>3 to 21<sup>m</sup>9), sand."

Line 20 : For " 1934 " read " 1945 " and for " 1,500 " read " 1,900 ; the town was damaged by an earthquake, in 1938 "

[Line 40 : After " bay " insert " ; they are covered by the red sector of the light bearing less than 342° "]

[Line 43 : After " direction " insert " ; these dangers are covered by the red sector of the light bearing more than 061° "]

[Line 48 : For " 19 feet (5<sup>m</sup>8) " read " 26 feet (7<sup>m</sup>9) "]

Page 175.—Line 42 : After " mound " insert " , from which a sandy spit extends about three-quarters of a cable south-westward "

Line 44 : For " a cable " read " a quarter of a cable."

Line 45 : For " cape " read " spit "

Page 176.—Line 2 : Delete " white " to " seconds " and substitute " green flashing light every second,"

Lines 7 and 53 : For " Euripos channel " read " Approaches to Khalkís "

Line 45 : Delete " (Krianaru) "

Line 50 : Delete " (Kolova) "

Page 177.—Lines 1 and 33 : For " Euripos channel " read " Approaches to Khalkís "

[Line 10 : For " 32 feet (9<sup>m</sup>8) " read " 36 feet (11<sup>m</sup>0) "]

[Line 23 : After " jetty." insert " The channel is spanned by a cable, suspended at a height of 131 feet (39<sup>m</sup>9)."]

Line 27 : Delete " light-buoy " to " light " and substitute " conical light-buoy, exhibiting a green flashing light every second "

Line 30 : Delete and substitute :—

" A red can light-buoy, exhibiting a red flashing light every second, is moored close north-eastward of the "

Page 178.—Line 1 : For " Euripos channel " read " Approaches to Khalkís "

Line 5 : Delete " Euripos " to " strait " and substitute " Khalkís and Approaches to Khalkís "

Line 6 : \_\_\_\_\_

Line 14 : For " 19 feet (5<sup>m</sup>8) " read " 18 feet (5<sup>m</sup>5) "

After line 17 insert :—

There are several wrecks \_\_\_\_\_ in South harbour, the positions of which can best be seen on the chart.

Page 178 continued.

Line 18 : *Delete* " (Vurkos) "

Line 23 : \_\_\_\_\_

After line 27 \_\_\_\_\_

After line 46 *insert* :—

There is a mooring buoy on the western side of North harbour, about  $1\frac{1}{2}$  cables north-north-westward of the bridge.

Line 48 : *Delete* " (Kaki Kephali) "

**Page 179.**—Line 1 : *Delete* " *Euripos* " to " *strait* " and substitute " *Khalkis and Approaches to Khalkis* "

Line 4 : *Delete* " *red* " and for " *three seconds* " read " *second* "

Line 7 : *Delete* " *black* "

Lines 7-8 : For " *three seconds* " read " *second* "

After line 10 \_\_\_\_\_

Line 12 : *Add* :—See page 21.

**Page 180.**—Line 1 : *Delete* " *plans* " to " *strait* " and substitute " *plan of Khalkis* "

[Lines 18-20 : *Amend Day signal to read* :—Three balls disposed vertically.]

**Page 181.**—Line 1 : *Delete* " *Euripos* " to " *strait* " and substitute " *Khalkis and Approaches to Khalkis* "

[After line 51 *insert* :—

In the south harbour there are depths of about 12 feet ( $3^m7$ ) alongside the railway pier, situated about  $1\frac{1}{2}$  cables westward of the bridge, and about 18 feet ( $5^m5$ ) at the head of a small pier about one cable southward of the bridge ; alongside the main quay, southward of the small pier, there are depths of from 16 to 22 feet ( $4^m9$  to  $6^m7$ ), and depths of 25 feet ( $7^m6$ ) about 60 feet ( $18^m3$ ) off this part of the quay ; between the small pier and the bridge there are depths of from 3 to 24 feet ( $0^m9$  to  $7^m3$ ) alongside the quay.

In the north harbour, alongside the quay between the circular quay and the north pier, respectively about  $1\frac{1}{2}$  and  $2\frac{3}{4}$  cables north-north-eastward of the bridge, and at the head of the north pier, there are depths of about 14 feet ( $4^m3$ ) ; elsewhere alongside the quay on the east side of the harbour there are depths of from 3 to 6 feet ( $0^m9$  to  $1^m8$ ).]

**Page 182.**—Line 1 : *Delete* " *plans* " to " *strait* " and substitute " *plan of Khalkis* "

Line 4 : *Add* :—There are two cranes on the railway jetty.

Line 5 : For " *Euripo strait* " read " *Approaches to Khalkis* "

Line 17 : After " *Dangers.*—" *insert* " *Buoy.*—"

After line 32 *insert* :—

A buoy is moored about 7 cables northward of Cape Gaïdharos.

**Page 183.**—Line 34 : *Add* :—The best anchorage is in the southern part of the bay westward of the small peninsula about  $1\frac{1}{4}$  miles west-south-westward of Gátza island. There are two small jetties on the western side of the above-mentioned peninsula and a pier, from which nickel ore is shipped, lies about one mile westward of the same position ; there is a depth of 17 feet ( $5^m2$ ) off the head of this pier.

Line 43 : For " *Yeóryios* " read " *Nicolaos* "

Page 183 continued.

After line 47 insert :—

Chart 1554, plan of Larimna.

Line 50 : For "loading jetty" read "ore loading pier, adjoining the iron and nickel ore stacking yard and buildings of the mining company,"

After line 52 insert :—

The village, in 1945, had a population of about 770.

The harbour is shallow on the western side near the village, but deeper water prevails close to the ore pier.

The best anchorage for small vessels is in the centre of the channel, eastward of the village in depths of 5 to 10 fathoms (9<sup>m</sup>1 to 18<sup>m</sup>3). Larger vessels may anchor in depths of 15 to 20 fathoms (27<sup>m</sup>4 to 36<sup>m</sup>6) between Cape Stavrós and Áyios Nicolaos islet.

Page 184.—Lines [10]-11 : Delete ["in"] to "pier." and substitute "[about 288 yards (263<sup>m</sup>3) south-eastward of the light-structure, see below.] The anchorage within about three-quarters of a cable south-south-westward of the pier is foul."

Lines 16-17 : Delete "A factory" to "Límni." and substitute :—

The small village of Katounia or Áyios Ioánnis lies about 2 miles south-eastward of Límni ; a pier extends a short distance offshore from the village and is used for the shipment of magnesite ore ; small craft can lie alongside the pier which is equipped with two cranes with capacities of 1½ and 3 tons, respectively ; lighters are available. The chimney of the works, situated a short distance from the root of the pier, is conspicuous.

Line 20 : For "1554" read "1554, with plan of Larimna"

Line 30 : After "Coast." insert "Light."

Line 32 : For "8 miles" read "2½ miles to Cape Stalamata, and thence for a further 5½ miles"

After line 39 insert :—

A light is exhibited, at an elevation of 50 feet (15<sup>m</sup>2), on Cape Stalamata.

Lines 45-48 : Delete "There is" to "pier." and substitute :—

There are several small piers at Áyios Ioánnis Theológos, but only a stone pier, situated close north-westward of the ruins of Halae, is of any substance ; this pier is about 40 feet (12<sup>m</sup>2) long and has a depth of 3 feet (0<sup>m</sup>9) at its head.

About a mile westward of Áyios Ioánnis Theológos and immediately southward of Cape Kérata is the small bay of Roidhitsa. An ore loading pier is situated in the north-eastern part of the bay and is the outlet for the iron mines 7 miles southward ; this pier is about 240 feet (73<sup>m</sup>1) long, 35 feet (10<sup>m</sup>7) high and has a depth of 29 feet (8<sup>m</sup>8) at its head. It was reported, in 1945, to be in good condition. A mooring buoy lies about half a cable northward of the head of the ore loading pier in 54 feet (16<sup>m</sup>5) of water. There is another pier 60 feet (18<sup>m</sup>3) in length and 13 feet (4<sup>m</sup>0) high, with a depth of 8 feet (2<sup>m</sup>4) at its head, about 60 yards (54<sup>m</sup>9) north-eastward of the ore loading pier.

Line 48 : For "this" read "the south-eastern"

After line 52 insert :—

A large iron pier extends south-eastward for 350 feet (106<sup>m</sup>7) from the south-eastern side of the island and has a depth of 32 feet (9<sup>m</sup>8) at its head : ore is shipped from here ; there are mooring buoys off the pier. A stone pier with a depth of 6 feet (1<sup>m</sup>8) at its head, and

*Page 184 continued.*

a wooden pier with a depth of  $3\frac{1}{2}$  feet ( $1^m1$ ) at its head, lie northward of the main pier.

**Line 185.**—Line 21 : *After* " island " *insert* " ; a mole extends a short distance north-eastward from the shore, with a small quay extending a short distance south-eastward from its root ; there are landing steps at the quay ; in 1945, there were depths of from 4 to 5 feet ( $1^m2$  to  $1^m5$ ) alongside the inner end of the mole and at the quay "

Line 25 : *After* " Livanátes " *insert* " ; a small masonry jetty extends a short distance offshore about half a mile southward of the cape ; in 1945, this jetty was in ruins "

**Page 188.**—Line 2 : *After* " bights " *insert* " ; a conspicuous white hotel is situated on the coast near the head of a bight about  $2\frac{1}{4}$  miles west-south-westward of Cape Knimís tis Stereás "

Line 15 : *After* " village " *insert* " and there is a pier, alongside the head and eastern side of which vessels of 16 feet ( $4^m9$ ) draught can berth "

Line 16 : *For* " these " *read* " the quays "

Lines 21-22 : *Delete* " There is " to " Marína." and *substitute* :—There are three piers at Ayía Marína, extending south-eastward from the shore. The largest of these, which is used for the export of chrome ore and bauxite, is about 445 feet ( $135^m6$ ) in length and has a depth of 20 feet ( $6^m1$ ) at its head. A hauling-off buoy is moored near the head of this pier.

Molos pier, constructed of concrete and approximately a cable in length, extends northward from a point on the southern side of Maliaic gulf about  $2\frac{1}{4}$  miles west-south-westward of Cape Khiliomfli. It was reported, however, in 1945, that this pier was useless except for small boats, as the depth at its head was only about 3 feet ( $0^m9$ ). The town of Molos lies about  $1\frac{1}{4}$  miles southward of the root of the pier.

Line 24 : *For* " Light " *read* " Lights "

Lines 27, 30 : *After* " light " *insert* " every three seconds "

Lines 31-36 : *Delete* and *substitute* :—

The dredged channel is also marked by two iron towers, 13 feet ( $4^m0$ ) in height, from which lights are exhibited at an elevation of 23 feet ( $7^m0$ ), situated close south-eastward of Kalóyiros, one on the north-eastern side of the channel and the other on the south-western side. The ruined foundations of the old lighthouse are visible at low water on the north-eastern edge of the shallow bank southward of Stilís.

A light is exhibited from the root of Molos pier.

**Page 190.**—Line 7 : *For* " a mole " *read* " two piers about half a cable apart "

Line 9 : *After* " cape " *insert* " ; the northern pier is partly damaged and its outer end is nearly awash, with a depth of 7 feet ( $2^m1$ ) at its head, the southern one has a T-head, with a depth of 11 feet ( $3^m4$ ) at its head "

Lines 36-37 : *Delete* " 21 " to " height," and *substitute* " 23 feet ( $7^m0$ ), from a marble column with gallery, 13 feet ( $4^m0$ ) in height, surmounted by a lantern pylon,"

Line 39 : *For* " mole " *read* " northern pier "



**[Page 191.—Line 8 : Delete “ (Philagra) ”]**

**Page 192.—**Lines 21-22 : *Delete* “ In 1939 ” to “ destroyed.” and *substitute* :—In 1950, the northern breakwater was under reconstruction.

*After line 42 insert :—*

**Off-lying banks.**—A [depth of 28 fathoms (51<sup>m</sup>2) has been found on Galatia bank about 10] miles east-south-eastward of Cape Oktoniá.

**[A depth of 53 fathoms (96<sup>m</sup>9) is charted on Ira bank]** in a position about 6 miles north-north-westward of Prasouída islet light-structure.

Line 48 : *After* “ Coast.—” *insert* “ Danger.—”

*After line 53 insert :—*

A pinnacle rock, with a depth of 1½ fathoms (2<sup>m</sup>3) over it, surrounded by deep water, lies about 1½ miles south-eastward of Cape Sarakíniko, and about 3 cables offshore.

**Page 194.—**Line 42 : *For* “ 279 feet (85<sup>m</sup>0) ” *read* “ 315 feet (96<sup>m</sup>0) ”

Line 43 : *Delete* “ , 36 ” to “ height,”

*After line 43 insert :—*

*Chart 3929.*

**[Line 46 : *After* “ eastward.” *insert* :—A low grey house stands, at an elevation of 196 feet (59<sup>m</sup>7), on the hillside about 3½ cables north-westward of Cape Mármara.]**

**Page 195.—**Line 1 : *For* “ 2048 ” *read* “ 3929 ”

*After line 11 insert :—*

*Chart 2048.*

Lines 29-30 : *Delete* “ See ” to “ 2048.”

**[Line 50 :—*Add* A conspicuous white house stands at the summit of Mount Áyios Ilías (St. Elias), about 1½ miles north-eastward of the light-structure.]**

**[Page 197.—*After* line 23 *insert* :—**

*Chart 2072.*

**Offlying bank.**—Amfitriti bank, over which there is a least charted depth of 25 fathoms (45<sup>m</sup>7), lies about 5½ miles westward of Triplasia point, which latter is situated about 1½ miles south-westward of Cape Kártsino.]

**Page 198.—**Line 31 : *After* “ considerable.” *insert* :—A bank, with a depth of 14 fathoms (25<sup>m</sup>6), however, lies about 1½ miles north-eastward of the eastern extremity of Pondikó.

**Page 200.—**Line 16 : *For* “ 1½ ” *read* “ 1¼ ”

Line 19 : *Add* :—A stone dog-legged jetty extends a short distance north-eastward from the main square of the town and has a depth of 5 feet (1<sup>m</sup>5) off its head : there are landing steps at this jetty ; there is a small jetty, with a depth of 2 feet (0<sup>m</sup>6) at its head, about 1½ cables north-eastward.

The Venetian castle on the hill behind the church, and the steps leading from the main square, are conspicuous.

*Page 200 continued.*

Lines 20-21 : *Delete* " landing " to " bay " and *substitute* :—  
" anchorage is off the main jetty, in depths of from 9 to 16 fathoms (16<sup>m</sup>5 to 29<sup>m</sup>3), mud, sand and weed bottom "

Line 26 : *After* " system " *insert* :—In 1945, a large part of the village had been destroyed and the population was about 650.

*After line 27 insert* :—

**Light.**—A light is exhibited, from the head of the main jetty.

**Page 202.**—Line 16 : *Add* :—Glaro island lies on the western edge of the shore bank, which has depths of less than 3 fathoms (5<sup>m</sup>5) over it, and extends north-westward and northward for about 2 cables from a position about 6 cables south-westward of Kapri point.

【Lines 43, 54 : *For* " Sésκλο " *read* " Sésκoulo "】

【Line 51 : *For* " Port of Volo " *read* " Limín Vólou "】

**Page 203.**—Line 1 : *For* " Port of Volo " *read* " Limín Vólou "】

【Lines 2-3 : *Delete* " mast " to " white " and *substitute* " black column on a small "】

【Lines 4, 6, 9 : *For* " Sésκλο " *read* " Sésκoulo "】

【Line 5 : *For* " Vóλος " *read* " Vólou "】

【Lines 5, 40 : *For* " Vóλος " *read* " Vólou "】

【Lines 8, 19 : *For* " Íolkos (Yolkas) " *read* " Iolkoú "】

Lines 9-15 : *Delete* " 【; on】 " to " factory." and *substitute* " 【, and is surrounded by a conspicuous white wall ;】 the ruins of a ——— house, about half a cable westward of Cape 【Sésκoulo】, are conspicuous.

Eastward of the harbour entrance and about 6½ cables eastward of Cape Gorítsa, there is a conspicuous cement factory, north-eastward of which are some oil tanks. Fronting the factory are two short piers ; the western pier, on which there are some cranes, serves the factory and the other serves the oil depôt : two mooring buoys, for the use of vessels berthing, lie southward of the piers. In 1950, there were depths of about 2 fathoms (3<sup>m</sup>7) near the pier heads, increasing rapidly to about 8 fathoms (14<sup>m</sup>6) a short distance off.

A shoal, with a depth of 11½ feet (3<sup>m</sup>5) over it, lies nearly 3½ cables south-eastward of the heads of the above piers."

Line 16 : *For* " mooring bollards " *read* " a number of mooring bollards, about 100 feet (30<sup>m</sup>5) apart "

【Lines 22 to 38 : *Delete* and *substitute* :—】

There is a conspicuous church with a square tower, which stands at an elevation of 107 feet (32<sup>m</sup>6), about 2¾ cables east-south-eastward of the inner end of the breakwater.

The Central jetty extends south-westward from the quay on the north-eastern side of the harbour 【; it is connected to the railway system and has on it a building belonging to the harbour authorities. There are charted depths of 28 feet (8<sup>m</sup>5) at the head and along either side of the central jetty.】

Aigonavton quay, extending south-eastward from the Central jetty to the root of the breakwater, was dredged, in 1950, to a depth of 12 feet (3<sup>m</sup>7) ; a similar depth obtained alongside the quayage between the Central jetty and the small boat harbour at the head of the harbour.

Lines 44-48 : *Delete* " In 1938," to " head." and *substitute* :—

Page 203 continued.

In 1951, the remains of salvaged wrecks encumbered the western side of this pier, and the eastern side was also foul on account of a wreck and foul ground, rendering berthing at the pier impossible. A mooring buoy lies about half a cable southward of the pier head.

Lines 51-54 : *Delete* "Two" to "(7<sup>m</sup>9)" and *substitute* "A light is exhibited at an elevation of 16 feet (4<sup>m</sup>9), from [a white iron framework structure] 10 feet (3<sup>m</sup>0) "

Page 204.—Line 1 : *For* "Volos" *read* " [Vólou] "

Lines 2-6 : *Delete* and *substitute* :—

A light is exhibited, at an elevation of 23 feet (7<sup>m</sup>0), from the south-eastern and south-western corners of the Central jetty.

[Line 7 : *For* "Vólos" *read* " Vólou "]

Line 16 : *Delete* and *substitute* :—

The population of Vólos, in [1952], was about 60,000, ———

Lines 17-20 : *Delete* "A large" to "capacity."

Lines 21-22 : *Delete* " , which " to "hour." and *substitute* "is obtainable from the Central jetty."

Lines 25-26 : *For* "opposite Vólos," *read* "situated between the roof of the Railway pier and the boat harbour entrance,"

[Line 34 : *Delete*.]

Page 205.—Lines 50-51 : *Delete* "an iron" to "column," and *substitute* "a white iron tower"

Page 206.—Line 30 : *After* "Dangers.—" *insert* "Radio-beacon.—"

[Line 41 : *For* "Skiathos harbour" *read* "Órmos Skíáthou"]

Line 44 : *After* "the" *insert* "northern extremity of the"

Lines 45-48 : *Delete* "The shallow" to "direction."

[Lines 49, 53 : *For* "Zogriáki" *read* "Tsoungriáki"]

[Line 52 : *For* "4½ fathoms (7<sup>m</sup>8)" *read* "4 fathoms (7<sup>m</sup>3)"]

Page 207.—[Line 1 : *For* "Skiathos harbour" *read* "Órmos Skíáthou"]

[Line 2 : *For* "less than 6 feet (1<sup>m</sup>8)" *read* "11 feet (3<sup>m</sup>4)"]

[Line 9 : *For* "Práso" *read* "Prassoú"]

[Line 11 : *For* "an above-water rock" *read* "a rock with less than 6 feet (1<sup>m</sup>8) over it"]

[Line 12 : *For* "Skiathos" *read* "Skíáthou"]

[Lines 14-15 : *Delete* " , with " to "end,"]

[Line 18 : *Delete* " (Mirango) "]

[Lines 18, 21 : *For* "Marangós" *read* "Marangó"]

[Line 20 : *For* "3½ fathoms (5<sup>m</sup>9)" *read* "16 feet (4<sup>m</sup>9)"]

*After* line 21 *insert* :—

There is a radiobeacon at the town of Skíathos.

Page 208.—[Lines 1, 33 : *For* "Skiathos harbour" *read* "Órmos Skíáthou"]

[Line 5 : *For* "5 fathoms (9<sup>m</sup>1)" *read* "4½ fathoms (8<sup>m</sup>2)"]

[Lines 13-15 : *Delete* "a rock" to "rocky" and *substitute* "shoal patches lie within half a cable of both these rocks."]

[Line 20 : *For* "Aspro" *read* "Asprónisos"]

[Line 23 : *For* "3 fathoms (5<sup>m</sup>5)" *read* "2½ fathoms (4<sup>m</sup>6)"]

[Line 36 : *For* "Práso" *read* "Prassoú"]

*Page 208 continued.*

Lines 39-40 : *Delete* " and " to " height," and *substitute* " , 36 feet (11<sup>m0</sup>) in height, on the side of a building "

Line 44 : *For* " 229 feet (69<sup>m8</sup>) " *read* " 195 feet (59<sup>m4</sup>) "

**Page 209.**—[Line 1 : *For* " *Skiathos harbour* " *read* " *Órmos Skiathou* " ]

[Line 2 : *For* " *Skiáthos* " *read* " *Skiáthou* " ]

[Line 10 : *Delete* " (Doskalonisi) " ]

[Lines 10, 13, 29, 35, 38 : *For* " *Dháskalo* " *read* " *Dhaskalonísi* " ]

Line 12 : *For* " half " *read* " three-quarters of "

[Lines 21, 38 : *For* " *Marangós* " *read* " *Marangó* " ]

[Lines 21, 40 : *For* " *Zogriaki* " *read* " *Tsoungríaki* " ]

Lines 24-25 : *Delete* " with " to " (20<sup>m1</sup>) " and *substitute* " north-eastward of [Dhaskaloísi], in a depth of about 14 fathoms (25<sup>m6</sup>) "

Line 29 : *Add* :—In 1946, the moorings of the buoy were reported to be in bad condition and unsafe, except for small vessels.

A submarine cable connects the above-mentioned mooring buoy to the northern extremity of [Dhaskalonisi]. *See* page 21.

There is a stone pier, about 60 feet (18<sup>m3</sup>) in length, near the south-eastern end of the town of Skiathos ; this pier provides the best landing place for boats.

[Line 36 : *For* " *Skiáthos* " *read* " *Skiáthou* " ]

[Line 37 : *For* " *Áspro* " *read* " *Aspronísi* " ]

Line 48 : *For* " short breakwater " *read* " rough breakwater, about 390 yards (356<sup>m6</sup>) in length "

**Page 210.**—Lines 26-32 : *Delete* " A breakwater " to " breakwater." and *substitute* :—

Skópelos harbour is contained between two breakwaters, the northern one, about a cable in length, extending south-eastward from the extremity of the projection, on which the town stands, and the southern one extending about 1½ cables north-eastward from a point on the coast at the southern limit of the town. There is a small stone jetty south-westward of the northern breakwater. Depths within the breakwaters are 10 to 16 feet (3<sup>m0</sup> to 4<sup>m9</sup>). At the head of the bay south-eastward of the town there is a sandy beach, otherwise the shores of the bay are steep and, in many places, rocky.

**Page 211.**—Line 12 : *Add* :—Both these lights were extinguished in 1946.

**Page 214.**—[Line 10 : *Add* :—A depth of 30 fathoms (54<sup>m9</sup>) has been found about 5 miles south-eastward of Pipéri on the bank extending in that direction from the island.]

Line 31 : *For* " situated on " *read* " situated about 4 cables south-south-westward of "

[After line 38 *insert* :—

**Outlying bank.**—Glavki bank, over which there is a least depth of 62 fathoms (113<sup>m4</sup>), lies about 13½ miles east-north-eastward of Psathóra lighthouse, and about 7¾ miles south-westward of Venus bank, *see* page 385.]

**Page 215.**—After line 28 *insert* :—

A prominent church and small house stand on the coast about 6½ miles north-westward of Cape Promíri and, also on the coast, about 1½ miles further north-westward, there stands a prominent house.

**Page 216.**—*After line 52 insert :—*

A conspicuous fort stands near the coast about half a mile north-westward of the village of Platamón.

**Page 217.**—Line 10 : *After “ landing ” insert “ on it. There is a pier here, 450 feet (137<sup>m</sup>2) in length, with a depth of 9 feet (2<sup>m</sup>7) at its head ”*

Line 21 : *Delete “ (Panomi point) ”*

**[Line 26 : For “ 1085 ” read “ 2070, 1085 ”]**

**Page 218.**—Lines 9-11 : *Delete “ 128 ” to “ isthmus.” and substitute “ about 6 cables in length, with a minimum surface width of 117 feet (35<sup>m</sup>7) and a least depth of 11 feet (3<sup>m</sup>4), crosses the isthmus about 15 miles north-westward of Cape Posídhion light-structure.”*

Line 12 : *Delete “ vessels ” to “ ore ” and substitute “ there is a small pier, used for loading magnesite ”*

Line 13 : *For “ 17 ” read “ 16 ”*

Line 17 : *Delete “ rocky ” to “ (3<sup>m</sup>7) ” and substitute “ sandy bank, with a depth of 3 fathoms (5<sup>m</sup>5) ”*

Line 18 : *For “ both sides ” read “ the eastern side ”*

Line 19 : *For “ 6 ” read “ 5 ”*

Lines 22-24 : *Delete “ A white hut ” to “ lighthouse.” and substitute :—A white stone hut and, in 1950, a wreck, situated, respectively, close north-eastward and a cable south-westward of the light-structure, were, by day, more easily identified than the light-structure.*

Line 26 : *After “ Light.—” insert “ Light-and-bell-buoy.—”*

*After line 29 insert :—*

A cylindrical light-and-bell-buoy, surmounted by a tripod light-structure exhibiting a *green flashing light every seven-and-a-half seconds*, is moored about 5½ cables south-south-westward of Cape Epanomí, and marks the edge of the shoal water which extends southward from that cape ; the fog bell sounds *one stroke every fifteen seconds*.

Line 30 : *After “ gulf.—” insert “ Light-buoys.—”*

Lines 35-37 : *Delete “ cliff.” to “ there are ” and substitute “ cliff ; south-eastward of Skála Elevtherokhoríou there are ”*

Line 39 : *Delete “ of the pier ”*

*After line 40 insert :—*

A conspicuous white house stands close to the coast about half a mile north-westward of Skála Elevtherokhoríou.

Line 41 : *Delete “ (Leftero-khori) ”*

Lines 42-44 : *Delete and substitute :—*

“ about 1½ miles southward of the conspicuous white house and the village of Néon Elevtherokhórion on a hill about three-quarters of a mile south-south-eastward of that house.”

Lines 52-53 : *Delete “ situated ” to “ pier.” and substitute “ on a bearing of 286°, and anchoring when about 8 cables eastward of it.”*

**Page 219.**—**[Line 3 : For “ 4½ ” read “ 4 ”]**

**[Line 4 : For “ north-north-eastward ” read “ east-north-eastward ”]**

**[Lines 4-9 : Delete “ from ” to “ places ” and substitute :—“ on**

*Page 219 continued.*

either side are marshes fronted by shallow banks ”]

Line 13 : *After* “ gulf ” *insert* “ ; on this spit are several old concrete gun emplacements which now show as grassy mounds ”

Line 14 : *Add* :—This shoal area is marked on its south-eastern side by a light-buoy exhibiting a *red flashing light every seven-and-a-half seconds*.

Line 18 : *Add* :—Two large derelict dredgers, about 3 miles westward of Cape Vardáris, are the only prominent objects along this flat low shore.

In 1949, considerably less water than charted was reported to exist between Cape Atherídhá and Cape Vardáris.

Line 20 : *Delete* “ (Tuzla) ”

Lines 22-27 : *Delete* “ A rock ” to “ Toúzla.” and *substitute* :—

Distinctive marks on this stretch of coast are :—A small white house with a tree near it, on the shore 2 miles north-north-eastward of Cape Epanomí ; Epanomí village school, further inland ; and a large church in Nea Mikhaniona, about 2 miles eastward of Cape Toúzla.

A depth of [5] feet [(1<sup>m</sup>5)] exists on the coastal bank, 3 cables offshore, in a position about 8½ cables east-south-eastward of Cape Toúzla ; a wreck, with a mast visible about 4 feet (1<sup>m</sup>2) above water, lies in a depth of 5 fathoms (9<sup>m</sup>1) about 3 cables east-south-eastward of the cape.

Lines 28-29 : *For* “ on the extremity of ” *read* “ about 2 cables within ”

[Line 30 : *After* “ it ” *insert* “ , but about one mile eastward of it there is a water tower consisting of a large black framework structure which is conspicuous from southward ”]

Line 31 : *Delete* “ (Kara) ”

Line 34 : *For* “ 6 ” *read* “ 7 ”

Line 36 : *Delete* and *substitute* :—

“ between the bearings of 338° and 025° ; it is also marked on its south-western side by a cylindrical light-buoy, exhibiting a *green — flashing light*, [every four seconds,] moored about 6 cables west-north-westward of Cape Toúzla.”

Line 41 : *For* “ 030° and 244°.” *read* “ 025° and 244°, and is marked on its western side by a light-and-bell-buoy, exhibiting a *green flashing light every four seconds*. The fog bell sounds *two strokes every twenty seconds*.”

Lines 47-49 : *Delete* “ There is ” to “ Karaburnú.” and *substitute* :—

A small wooden pier on iron piles, with a depth of 4 feet (1<sup>m</sup>2) at its head, serves these salt pans.

Line 50 : *Delete* “ , barracks ”

Lines 53-54 : *Delete* “ with a ” to “ on it.” and *substitute* “ , with the village of Angelokhorí about a mile south-eastward. A white church with twin red belfries situated about 3 miles south-eastward, and a conspicuous building situated close westward of a church about 2¼ miles eastward, respectively, of the light-structure on Cape Megálo Karaburnú, are prominent marks in this vicinity.

Two radio masts, painted white and red, each 306 feet (93<sup>m</sup>3) in height and distant 340 feet (103<sup>m</sup>6) apart, stand about 6 miles east-north-eastward of Cape Megálo Karaburnú ; for details of the lights exhibited from these masts, *see* page 220.”

**Page 220.**—Lines 2-16 : *Delete and substitute* :—

**Lights.**—A light is exhibited, at an elevation of 108 feet (32<sup>m</sup>9), from a [small white circular stone tower] on Cape Megálo Karaburnú (*Lat.* 40° 30' N., *Long.* 22° 49' E.).

Three *red* lights, disposed vertically 100 feet (30<sup>m</sup>5) apart, are exhibited from each of the two radio masts referred to on page 219 ; the uppermost of these lights, situated near the masthead, is a *flashing* light : the lower ones are *fixed*.

Lines 17-20 : *Delete* " Gulf " to " Thérmai." and *substitute* " northern part of the Gulf of Thérmai and the Gulf of Thessaloníki."

Line 25 : *Delete* " (Mikra point) "

Lines 27-28 : *Delete* " (Vardar) " to " extend " and *substitute* " river which now flows into the gulf about 2 miles north-westward of Cape Vardáris ; the old mouths extend "

[Line 28 : *For* " west-north-westward " *read* " north-north-eastward ]

Lines 30-33 : *Delete*.

Line 51 : *Add* :—[The] conspicuous white building [described on page 219] stands on the shore about 2 miles eastward of the cape.

Line 53 : *For* " conspicuous buildings " *read* " barracks "

Line 54 : *After* " on it " *insert* " ; there is a church with a high dome about half a mile eastward of it "

**Page 221.**—Line 3 : *After* " cables " *insert* " ; a rock, with a depth of 24 feet (7<sup>m</sup>3) over it, lies about 5½ cables west-south-westward of the light-structure of Cape Mikró Karaburnú "

Line 11 :—*For* " 57' " *read* " 56' "

Lines 15-27 : *Delete and substitute* :—

A light-buoy, exhibiting a *white flashing* light *every four seconds*, is moored off the eastern side of Nazíki bank.

*Chart 2070, plan of Thessaloníki bay.*

**Thessaloníki bay.**—**Light -buoy.**—The entrance to this bay is described on page 220. The western side is bordered by a bank, with depths of less than 3 fathoms (5<sup>m</sup>5) over it, to a distance of from 6 to 8 cables offshore.

A light-buoy, exhibiting a *red flashing* light *every four seconds*, is moored on the eastern side of the above bank, about 2¼ miles westward of Cape Mikró Karaburnú ; considerable shoaling, with depths of less than 2 fathoms (3<sup>m</sup>7) all round, was reported, in 1949, in this position.

Lines 32-37 : *Delete* " Kara " to " night." and *substitute* :—

Khortiatís, a prominent mountain, 3,940 feet (1,200<sup>m</sup>8) high, commanding the whole gulf, stands about 8 miles eastward of Cape Mikró Karaburnú [ *see chart 2070.* ]

Allatini's mill, a large square structure with a chimney 115 feet (35<sup>m</sup>1) in height, stands on the coast about one mile north-eastward of Cape Mikró Karaburnú ; this building is very conspicuous, even at night, when clear.

Lines 40-42 : *Delete and substitute* :—

" 1¼ miles north-north-eastward of Allatini's mill there is a chimney which is conspicuous. Levkós Pírgos, a "

Line 44 : *Delete* " a mile " to " brickworks " and *substitute* " 1½ miles northward of Allatini's mill "

Line 46 : *Delete and substitute* :—

Page 221 continued.

*Chart 2070, plans of Thessaloniki bay and Thessaloniki harbour.*

Line 49 : *Delete " in the " to " obelisk,"*

Line 51 : *For " An oil pier extends " read " Two oil jetties extend "*

Line 52 : *For " 6 cables " read " 5 cables "*

Line 53 : *For " north-western " read " western "*

**Page 222.**—Lines 1-**[7]** : *Delete and substitute :—*

*" Chart 2070, plans of Thessaloniki bay and Thessaloniki harbour. Yedí-Kulé citadel, above the town at its north-eastern end, and the Crown Prince's house, with its distinctive spiked cupola, [about 11 cables northward of Allatini's mill.]*

*Chart 2070.*

**Dangers.—Buoys.**—The Ridge, with depths of from  $3\frac{1}{2}$  to 5 fathoms ( $6^m4$  to  $9^m1$ ) over it, lies"]

**[Line 10 :** *After " house " insert " , which latter is situated about three-quarters of a mile north-westward of the western end of the breakwater.]*

Lines 11-**[21]** : *Delete and substitute :—*

In 1950, a wreck was situated on the western side of The Ridge, about 2 cables northward of its southern end ; a black conical buoy is moored at the south-eastern end of this wreck.

**[A detached shoal, with a least charted depth over it of 5 fathoms ( $9^m1$ ), lies about  $5\frac{1}{2}$  cables westward of the western end of the breakwater.]**

Line 22 : *For " end " read " ends "*

Line 23 : *For " pier " read " jetties " and for " it " read " them "*

Lines 24-**[25]** : *Delete.*

**[Line 26 :** *Delete " Fog signals.—"*

**[Lines 27-28 :** *Delete " 24 " to " pier " and substitute " 20 feet ( $6^m1$ ), from an iron framework column, 20 feet ( $6^m1$ ) in height "]*

**[Line 29 :** *For " 58' " read " 57' "]*

**[Line 31 :** *For " three " read " two "]*

**[Line 32 :** *For "  $3\frac{1}{2}$  " read " about 3 "]*

**[Lines 34-38 :** *Delete and substitute :—*

Two lights are exhibited, at elevations of 47 and 46 feet ( $14^m3$  and  $14^m0$ ), respectively, each from an iron column and hut, 19 feet ( $5^m8$ ) in height, at the eastern and western ends of the breakwater.

Two lights disposed vertically are exhibited from a mast on the southern corner of East mole.]

Line 44 : *After " Prohibited anchorage.—" insert " Foul anchorage.—Mooring buoys.—"*

*After line 48 insert :—*

It was reported in 1946 that a number of anchor berths had been established in the area between the south-eastern end of the breakwater and Levkós Pírgos. The local naval authorities prefer ships to anchor in one of these and endeavour to signal the berth allocated on entering harbour. Should it not be practicable to do so, it is permissible to anchor as convenient. If prior warning of a visit is given, endeavour is also made to signal the berth by radio.

An area of foul anchorage, indicated on the plans, lies about  $1\frac{3}{4}$  cables east-south-eastward of the south-eastern end of the breakwater.

Two mooring buoys are laid about 4 and 6 cables, respectively, south-eastward of the south-eastern end of the breakwater, and three



Page 222 continued.

others about  $3\frac{1}{2}$  cables further south-eastward, off the northern end of Kalamariá.

**Page 223.**—Line 1 : *Delete and substitute :—*

*Chart 2070, plans of Thessaloniki bay and Thessaloniki harbour.*

Line 3 : *For " which " read " the eastern part of which "*

Line 3 : —————

Lines 4-8 : *Delete and substitute :—*

In 1950, there were depths alongside the main quay of from about 21 to 30 feet ( $6^m4$  to  $9^m1$ ), except for a section westward of its centre, where the depths varied from about 10 to 18 feet ( $3^m0$  to  $5^m5$ ); alongside East mole, the depths were 19 to 22 feet ( $5^m8$  to  $6^m7$ ), except near its head, where there were depths of 13 feet ( $4^m0$ ); alongside West mole, the depths were 19 to 24 feet ( $5^m8$  to  $7^m3$ ), except at its north-eastern end, where there was a depth of 15 feet ( $4^m6$ ).

Line 15 : *After " quay " insert " , Lancashire quay "*

Line 16 : *Add* : In 1952, it was reported that West mole had not been repaired since the war and was not in use.]

Lines 17-19 : *Delete and substitute :—*

Lancashire quay, alongside the eastern side of which there is a least depth of 28 feet ( $8^m5$ ), extends south-eastward from the shore north-westward of the elbow of the breakwater; this quay and West mole form a harbour which, in 1950, was, for the most part, foul. Westward of Lancashire quay, [a quay, about 550 feet ( $167^m6$ ) in length and with depths off it of about 29 feet ( $8^m8$ ), has been constructed] and, in 1950, works were in progress for the reclamation of further areas and the construction of a new quay. [On Lancashire quay there are three 3-ton cranes.

On East mole there were, in 1952, two cranes, one of 14 tons and the other of 3 tons capacity; on Main quay there were numerous mobile cranes, including four of 6 tons capacity; on the quay westward of Lancashire quay there were two 3-ton cranes.]

Line 23 : *Delete "  $1\frac{3}{4}$  " to "  $8^m2$  ) " and substitute " 4 to 11 feet ( $1^m2$  to  $3^m4$ ) "*

Lines 25-28 : *Delete and substitute :—*

Westward of the harbour, in addition to the oil jetties there are several smaller piers. There is a depth of 26 feet ( $7^m9$ ) at the head of the western oil jetty and 16 feet ( $4^m9$ ) at the head of the eastern one.

Line 34 : *Delete " (Saloniki) "*

Line 37 : *For " conspicuous " read " prominent "*

Line 48-49 : *Delete and substitute :—*

[Water may be obtained from hydrants on the quays; in 1952, two water barges were available.] The local water supply is considered safe, but it was reported, in 1946, that water supplied was insufficiently chlorinated.

**Page 224.**—Line 1 : *Delete and substitute :—*

*Chart 2070, plans of Thessaloniki bay and Thessaloniki harbour.*

Line 2 : *After " pratique " insert " , which is obtained from the offices of the Port Authority, situated on East mole, "*

Line 17-18 : *Delete " There " to " lighters " and substitute :—*

*Page 224 continued.*

In 1952, one sea-going tug and 6 other tugs were available, also 60 lighters each of about 50 tons capacity. Minor repairs can be effected.]

**Page 225.**—Line 34 : *Delete* “ under construction ”

**Page 226.**—Line 7 : *For* “ 19 feet (5<sup>m</sup>8) ” *read* “ [36] feet ([11<sup>m</sup>0]) ”

**[Page 227.**—Line 17 : *For* “ 19 feet (5<sup>m</sup>8) ” *read* “ 23 feet (7<sup>m</sup>0).”]

**Page 231.**—*After* line 6 *insert* :—

In 1950, it was reported that the above anchorage was foul on account of old moorings lying on the bottom.

[It is reported that anchorage may be obtained, about one cable offshore, off Kastamoneta monastery, situated about 4 miles north-westward of Áyios Pandleímon.]

**[Lines 13-14 :** *Delete and substitute* :—

There is a mooring buoy off Dháfni, but it is only suitable for small vessels ; anchorage is not possible.]

**Line 16 :** *For* “ 88 feet (26<sup>m</sup>8) ” *read* “ [46] feet ([14<sup>m</sup>0]), from [a white] iron column with dwelling ”

**[Line 17 :** *For* “ an iron ” *read* “ a yellow iron ”]

**[Line 18 :** *For* “ column ” *read* “ framework structure ”]

**Lines 26-28 :** *Delete* “ A bank ” to “ cables.”

**Lines 38-41 :** *Delete and substitute* :—

A rock awash lies about 2½ cables west-south-westward of Cape Pírgos and a bank, with depths of 2 fathoms (3<sup>m</sup>7) and less over it, extends south-westward from the cape for about 6 cables ; between the extremity of this bank and the shoal water extending southward from the northernmost of the Dhrénia islets there is a narrow passage, about one cable in width, with a depth of 3¾ fathoms (6<sup>m</sup>9) in it, affording a south-eastern approach for boats entering Próvlax bay.

**Page 232.**—[Line 23 : *After* “ great ” *insert* “ ; but in 1952, H.M.S. *Challenger* obtained temporary exposed anchorage in 15 fathoms (27<sup>m</sup>4), about 2 cables offshore with Lávra tower, *see* below, bearing 266°, from which position the bottom slopes steeply and is very rocky.”]

**[Line 24 :** *After* “ Akraothos ” *insert* “ or Lávra ”]

**Line 41 :** *For* “ 150 feet (45<sup>m</sup>7), ” *read* “ 154 feet (46<sup>m</sup>9), from an iron framework column with gallery and hut, situated ”

**Page 233.**—Lines 21-22 : *Delete* “ on the ” to “ extreme ” and *substitute* “ in the middle ”

**Lines 37-38 :** *Delete* “ about ” to “ and ”

**Line 38 :** *After* “ bay ” *insert* “ , and extends about 1½ cables westward of the southern entrance point ”

**Line 40 :** *After* “ Kinigós. ” *insert* :—There is a shoal with a depth of 3¼ fathoms (5<sup>m</sup>9) near the centre of the bay, about 1½ cables northward of Cape Kinigós.

**Page 235.**—*After* line 12 *insert* :—

**Buoy.**—A large conical buoy is moored close inshore, about 10 miles north-eastward of Cape Dhévtero.

**Line 14 :** *After* “ from ” *insert* “ an iron column with a hut, 20 feet (6<sup>m</sup>1) in height, at ”

**Page 236.**—Line 11 : *Delete and substitute :—*

The small artificial port of Amfipolis, situated within the mouth of a branch of the Strimón river about three-quarters of a mile south-eastward of Iraklítsa, consists of a rectangular basin with four concrete quays, each 230 feet (70<sup>m</sup>1) in length, built on the northern, eastern and southern sides, the latter side having two quays. The river enters the north-western corner of the basin. The entrance channel leading to the basin is narrow and tortuous, with, in 1945, a depth of 12 feet (3<sup>m</sup>7) in the fairway. A sandspit on the southern side of the channel overlaps a similar spit on the northern side and completely hides the entrance until just before entering the basin. In 1945, the depths alongside the quays were from 14 to 22 feet (4<sup>m</sup>3 to 6<sup>m</sup>7) ; the general depth in the basin was 22 feet (6<sup>m</sup>7), but the western side was shoal.

In 1949, it was reported that the entrance to this small port appeared to be completely silted up.

*After line 15 insert :—*

Fresh water is obtainable.

Line 29 : *After " Light.—" insert " Bank.—"*

*After line 38 insert :—*

A bank, with a depth of 9 fathoms (16<sup>m</sup>5) over it, lies about one mile east-north-eastward of Cape Vrasíðhas.

Line 50 : *Add :—*The village of Nea Parama is situated about 2½ cables north-north-westward of these islets and is fronted by the remains of a small pier, consisting of two iron stakes about a quarter of a cable apart.

Line 53 : *After " pierhead." insert :—*It was reported, in 1945, that one of these buoys was washed up on the beach and that the other had sunk.

An area of foul anchorage, due to sunken buoys and moorings, lies about one cable south-westward of the head of the pier in the north-eastern corner of the bay.

**Page 237.**—Line 2 : *Delete " small "*

Line 25 : *After " bay.—" insert " Buoys.—"*

Lines 34-35 : *Delete " There " to " islets." and substitute :—*

There is a low iron post on the northern islet.

Line 37 : *Add :—*Passage between the 10-foot (3<sup>m</sup>0) rock and the mainland is obstructed by several rocks awash and just covered.

Line 45 : *After " castle " insert " , the round tower surmounting which is well-defined,"*

Lines 47-49 : *Delete " The " to " sanatorium " and substitute :—*

" The Sanatorium, a yellow building,"

Line 50 : *Delete " also "*

Line 54 : *Delete " , protected by a mole,"*

**Page 238.**—Lines 2-4 : *Delete " Works " to " bay." and substitute :—*Between these two is East quay, which has depths alongside of 24 to 32 feet (7<sup>m</sup>3 to 9<sup>m</sup>8).

Depths alongside the breakwater, which is about 39 feet (11<sup>m</sup>9) wide, vary from 24 feet (7<sup>m</sup>3) near the root to 29 feet (8<sup>m</sup>8) about three-quarters of a cable from the head.

Both the breakwater and East quay are about 10 feet (3<sup>m</sup>0) high and well equipped with bollards. Caution is necessary when berthing

*Page 238 continued.*

alongside, as there are under-water projections up to 4 feet (1<sup>m2</sup>) from the faces of both quay and breakwater.

The head of the breakwater should be given a wide berth, when entering harbour, as rocky ledges, with 15 feet (4<sup>m6</sup>) or less over them extend about 60 feet (18<sup>m3</sup>) from it. In 1950, work was in progress to extend the breakwater westward a further 394 feet (120<sup>m1</sup>); the extension work is marked by three buoys.

On the north side of the harbour are North quay and West pier; both are incomplete and reclamation work behind them has been suspended (1945). The east side of West pier has depths of 24 to 26 feet (7<sup>m3</sup> to 7<sup>m9</sup>) alongside; the head and west side are rocky and foul. North quay has depths of 16 to 25 feet (4<sup>m9</sup> to 7<sup>m6</sup>) alongside.

On the western side of the bay the Granary jetty has a depth of 17 feet (5<sup>m2</sup>) at its head. The granary, a grey building with a conspicuous tower, about 146 feet (44<sup>m5</sup>) high, at its northern end, stands at the root of the jetty and is connected to the town by road.

**[Line 10 : After " head " insert " , and another, at an elevation of 21 feet (6<sup>m4</sup>), from an iron column on a concrete hut, 13 feet (4<sup>m0</sup>) in height, at the head of West pier "]**

Line 11 : Delete " at " to " to " and substitute "from the northern side of "

Line 16 : Delete " , with local knowledge, "

Lines 18-23 : Delete and substitute :—

The boat harbour has depths of 10 to 12 feet (3<sup>m0</sup> to 3<sup>m7</sup>). Depths alongside vary from 8 to 10 feet (2<sup>m4</sup> to 3<sup>m0</sup>), except in the extreme north-west corner, which, in 1945, was fouled by a wreck and by silting from a sewer outlet.

**Page 239.**—Lines 6-7 : Delete " 19 " to " (5<sup>m8</sup>) " and substitute " 26 feet (7<sup>m9</sup>), from an iron hut with an iron pylon, 20 feet (6<sup>m1</sup>) "

**[Line 8 : Delete.]**

**[Lines 19-22 : Delete and substitute :—]**

Anchoring and fishing is prohibited in the vicinity of a submarine cable which runs south-westward from Cape Keramotí (page 241), westward of Thasopoula (page 242), and thence south-south-eastward to Panayía bay (page 242).

Line 23 : After " Thásos.—" insert " Bank.—"

After line 31 insert :—

A conspicuous white house stands near the coast about 2½ miles south-south-westward of the pier.

A bank, with a depth of 10 fathoms (18<sup>m3</sup>) over it, lies about 3½ miles south-westward of Cape Ammódhis.

Line 34 : After " Thásos.—" insert " Buoy.—"

**Page 240.**—After line 14 insert :—

A red can buoy is moored about 7½ miles west-south-westward of Panayía.

**Page 241.**—Line 6 : For " Keramoti " read " Keramotí "

Line 18 : For " 242 " read " 242, "

**[Line 38 : Delete.]**

Line 50 : After " bay.—" insert " Lights.—"

After line 54 insert :—

Page 241 continued.

A light is exhibited, at an elevation of 16 feet (4<sup>m</sup>9), from a concrete pyramid, 10 feet (3<sup>m</sup>0) in height, situated on Cape Keramotí. (See chart 1086.)

**Page 242.**—Line 11 : *After* " bay." *insert* :—There is a concrete pier, 330 feet (100<sup>m</sup>6) in length, of which the outer 237 feet (72<sup>m</sup>2) is nearly twice as wide as the inner 93 feet (28<sup>m</sup>3). The outer portion has depths of from 20 to 22 feet (6<sup>m</sup>1 to 6<sup>m</sup>7) alongside on both sides.

*After* line 13 *insert* :—

A light is exhibited, at an elevation of 23 feet (7<sup>m</sup>0), from an iron tower with a column, 13 feet (4<sup>m</sup>0) in height, on the concrete pier.

【Lines 14-15 : *Delete.*】

Line 27 : *After* " (11<sup>m</sup>0)," *insert* " with good holding ground,"

*After* line 34 *insert* :—

Fresh water, in small quantities, may be obtained from two wells in the village; the village of Khaidhevtó, about one mile inland, has two wells with abundant water.

【Lines 44-47 : *Delete* " A " to " Lines."】

**Page 243.**—*After* line 4 *insert* :—

**Caution.**—A submarine cable, in the vicinity of which anchoring and fishing is prohibited, lies in Panayfa bay, see page 239.

【Line 16 : *Delete.*】

Line 17 : *For* " Kara-Agatch " *read* " Vistonikos "

Line 18 : *Delete* and *substitute* :—

" **Vistonikos bay.** — **Danger.** — **Buoyage.** — **Lights.** — Vistonikos (Lago) bay is "

Line 19 : *Delete* " (Fenar) "

Lines 25-47 : *Delete* and *substitute* :—

A shoal, with depths of less than 3 fathoms (5<sup>m</sup>5) over it, extends for about one mile westward of the coast, northward of Cape Fanári; the western edge of this shoal is marked by a conical light-buoy, exhibiting a *green flashing light every four seconds*, moored about 1½ miles north-westward of Cape Fanári.

A light is exhibited, at an elevation of 77 feet (23<sup>m</sup>5), from an iron column and hut, 19 feet (5<sup>m</sup>8) in height, on Cape Fanári (*Lat.* 40° 57' N., *Long.* 25° 08' E.).

Near the head of the bay, a narrow dredged channel, with a least depth of 15 feet (4<sup>m</sup>6) in it, leads to a small harbour on the western side of which lies the village of Lagos (Portolago); the village is connected to the general telegraph system.

The starboard side of the entrance to the dredged channel is marked by a cylindrical light-buoy with a framework superstructure, exhibiting a *green flashing light every one-and-a-half seconds*: the port side of the entrance is marked by a similar light-buoy, exhibiting a *red flashing light every one-and-a-half seconds*. The sides of the channel are marked by spar buoys and by two pairs of beacons, consisting of 7-foot (2<sup>m</sup>1) high circular iron towers standing on concrete bases, from which lights are exhibited at elevations of 11 feet (3<sup>m</sup>4).

Two white light-beacons, 13 feet (4<sup>m</sup>0) in height, situated near the northern side of the channel and in line bearing about 023½°, lead through the centre of the channel. In 1951, the maximum draught of vessels using this channel was 13 feet (4<sup>m</sup>0).

The north-eastern and south-western corners and the northern and

*Page 243 continued.*

southern sides of the harbour mentioned above are each marked by a square pillar, about 7 feet (2<sup>m</sup>1) in height ; an imaginary line between the latter pair divides the harbour into an eastern, or military, portion and a western commercial portion ; the harbour is available to vessels with a draught of 15 feet (4<sup>m</sup>6).

A temporary pier is situated in the commercial part of the harbour, opposite the harbour office ; craft drawing up to 11 feet (3<sup>m</sup>4) can berth alongside.

A narrow boat channel connects the harbour with Lake Visitonís ; several small streams flow into the lake, and it is bounded on either side by extensive plains. In 1950, dredging operations, marked by buoys, were in progress in the western part of the lake.

Line 48 : *For " westward " read " west-south-westward "*

**Page 244.**—*After line 9 insert :—*

Two shoals, with depths of 2½ and 3½ fathoms (4<sup>m</sup>6 and 6<sup>m</sup>4) over them, lie, respectively, about half a mile and 1½ miles westward of Mermingia rocks.

Line 43 : *Delete " There " to " protected " and substitute :—*

" The harbour is protected by a breakwater, on the eastern side of the root of which there is a small boat harbour formed "

Line 44 : *For " outer " read " southern "*

Lines 46-50 : *Delete " There are " to " cables." and substitute :—*  
There is a depth of 9 feet (2<sup>m</sup>7) in the entrance to the boat harbour, and 5 feet (1<sup>m</sup>5) on the west side of the northern mole, with depths of 3 to 4 feet (0<sup>m</sup>9) to 1<sup>m</sup>2 in other parts of this harbour ; there is a depth of 9 feet (2<sup>m</sup>7) at the head of the northern mole, but the quay is only about 50 feet (15<sup>m</sup>2) in length. A breakwater, on either side of which vessels can berth, extends from the elbow of the southern mole in a south-easterly direction for about 2 cables. The height of the western side of the outer part of the breakwater has been increased by a 10-foot (3<sup>m</sup>0) parapet in order to provide additional shelter to craft securing there. There are depths of from 13 to 20 feet (4<sup>m</sup>0 to 6<sup>m</sup>1) in the harbour, in the vicinity of the breakwater.

In [1953], works were in progress for the extension of the breakwater, and a light-buoy (page 245) was moored off the head of the completed portion. [An eastern breakwater, to extend about 1,700 feet (518<sup>m</sup>2) south-south-westward from a position on the coast about 5½ cables east-north-eastward of the lighthouse was also under construction and marked by a light-buoy (page 245).]

Line 52 : *For " western side " read " southern side of the boat harbour "*

*After line 54 insert :—*

There are three iron jetties eastward of the boat harbour, with depths of from 5 to 6 feet (1<sup>m</sup>5 to 1<sup>m</sup>8) at their heads.

**Page 245.**—Line 4 : *After " Lights.—" insert " [Light-buoys].—"*

Line 7 : *Delete " north-eastern " to " mole." and substitute " head of the southern mole of the boat harbour.*

A light-buoy, exhibiting a *red flashing light every one-and-a-half seconds*, is moored about 131 feet (40<sup>m</sup>0) off the head of the completed portion of the breakwater.

[A light-buoy, exhibiting a *green flashing light every one-and-a-half seconds* marks the southern end of the uncompleted eastern breakwater."]

*Page 245 continued.*

Line 11 : For "outer" read "southern"

Lines 34-35 : Delete "lighthouse" to "mole" and substitute "main lighthouse"

After line 40 insert :—

*Chart 1087.*

**Page 246.**—Line 1 : Delete " , plan of Alexandroupolis road "

Line 9 : Delete the bracket at the end of the line.

**Page 247.**—Line 21 : For "Light.—" read "Lights.—".

**Page 248.**—[After line 2 insert :—

A light is exhibited, at an elevation of 121 feet (36<sup>m</sup>9), from an iron framework structure and hut, 20 feet (6<sup>m</sup>1) in height, on Plati.]

After line 16 insert :—

A light is exhibited, at an elevation of 92 feet (28<sup>m</sup>0), from a four-sided pyramid, 10 feet (3<sup>m</sup>0) in height, situated about three-quarters of a mile eastward of Agios Georgios point.

**Page 249.**—Line 7 : Add :—The gap between the islands of Scarpanto and Saria is conspicuous at night.

**Page 250.**—Line 31 : After "Light.—" insert "Buoy.—"

Lines 35-36 : Delete "Prassu nisi" to "rock" and substitute :—"Isola di Mira, which is fringed by sunken rocks and has Prassu nisi (Prasonisi), an islet"

After line 50 insert :—

A rock, with a depth of 4 feet (1<sup>m</sup>2) over it, lying 1½ cables westward of Pegadia lights (page 251), is marked by a conical buoy.

**Page 251.**—Lines 2-4 : Delete and substitute :—

A light is exhibited, at an elevation of 65 feet (19<sup>m</sup>8), from a white iron tower, 13 feet (4<sup>m</sup>0) in height, on the eastern side of the boat harbour.

[Line 39 : After "Saria.—" insert "Light.—"]

[After line 51 insert :—

A light is exhibited, at an elevation of 160 feet (48<sup>m</sup>8), from an iron framework structure with hut, 20 feet (6<sup>m</sup>1) in height, on Cape Paraspori.]

**Page 252.**—After line 3 insert :—

*Chart 872.*

**Off-lying banks.**—A bank with a depth of 13 fathoms (23<sup>m</sup>8) over it, about 2 miles in length in a north-westerly and south-easterly direction, was reported, in 1950, to lie about 5½ miles eastward of Alimunti.

A bank, with a depth of 25 fathoms (45<sup>m</sup>7), which has not been examined, was reported, in 1945, to lie about 11 miles east-north-eastward of Alimunti.

*Chart 2824.*

[Line 4 : After "Kaso.—" insert "Light.—"]

[After line 38 insert :—

A light is exhibited, at an elevation of 121 feet (36<sup>m</sup>9), from an iron framework structure with hut, 20 feet (6<sup>m</sup>1) in height, at the northern end of Megalo Sophrano.]

**Page 253.**—Line 5 : *For " 1888 " read " 3922 "*

**Page 254.**—Line 1 : *For " 1888 " read " 3922 "*

Line 20 : *For " Light.—" read " Lights.—"*

*After line 34 insert :—*

A light is exhibited, at an elevation of [49] feet [(14<sup>m</sup>9)], from [an] iron tower, 7 feet (2<sup>m</sup>1) in height, situated on the northern entrance point of Port Skala.

*After line 36 insert :—*

A light is exhibited about 2 cables within the southern entrance point of Baia di Marmari, situated about three-quarters of a mile northward of Spada point.

Line 46 : *Delete [and substitute :—*

A light is exhibited, at an elevation of 85 feet (25<sup>m</sup>9), from an iron column on a tower, 13 feet (4<sup>m</sup>0) in height, on Cape Pulari.]

**Page 255.**—Line 1 : *Delete and substitute :—*

*Chart 3922.*

*[After line 4 insert :—*

A light is exhibited, at an elevation of 46 feet (14<sup>m</sup>0), from an iron column, 7 feet (2<sup>m</sup>1) in height, on the easternmost point of Kondronisi.]

Lines 22 and 38 : *Delete.*

**Page 256.**—Line 1 : *Delete and substitute :—*

*Chart 3922.*

Line 15 : *Delete.*

*[Line 38 : After " Stampalio.—" insert " Light.—"]*

*[After line 50 insert :—*

A light is exhibited, at an elevation of 348 feet (106<sup>m</sup>1), from an iron framework structure and hut, 20 feet (6<sup>m</sup>1) in height, on Kavo Phlutha.]

**Page 257.**—Line 1 : *For " 1888 " read " 3922 "*

*After line 11 insert :—*

**Outlying bank.**—A bank, with a depth of 40 fathoms (73<sup>m</sup>2), was reported, in 1940, to lie about 6½ miles north-westward of Kavo Phlutha, but its position is approximate.

*[Line 52 : For " 1937 " read " 1951 " and for " 61,252 " read " about 58,000 " ]*

**Page 258.**—Line 21 : *For " steep-to " read " 25 feet (7<sup>m</sup>6) high "*

Line 22 : *Delete " bring " to " rocks " and substitute " they are steep-to, but being small "*

**Page 259.**—Line 1 : *Delete and substitute :—*

*Chart 3928, plan of Lardos bay and Port Lindos.*

Line 43 : *For " above-water rocks " read " small islands "*

Line 47 : *Delete " depths " to " 4<sup>m</sup>6) " and substitute " a least depth of 15 feet (4<sup>m</sup>6) "*

Line 48 : *Add :—*A 9-foot (2<sup>m</sup>7) patch lies about half a cable eastward of the southern extremity of this shoal.

The best anchorage in Port Lindos is in the south-western bight in 3 to 4 fathoms (5<sup>m</sup>5 to 7<sup>m</sup>3). There are two small mooring buoys in this part of the bay.



**Page 260.**—Line 37 : *For* " the northern " *read* " a shoal, with a depth of 7 fathoms (12<sup>m</sup>8) over it, the position of which is approximate, lies in the middle of the bay about 2 miles north-north-eastward of Cape Ladhiko. The northern "

**Page 264.**—Lines 33-35 : *Delete* " 52 " to " height " and *substitute* :—

" 55 feet (16<sup>m</sup>8) "

Line 35 : *Delete* " See view."

*Delete* view on this page.

**Page 265.**—Line 13 : *For* " 9 " *read* " 4 "

Lines 23-24 : *Delete* " and in " to " sea-planes "

Line 26 : *Add* :—An obstruction, the limits of which are indicated in pecked line on the chart, is situated in the northern part of Porto di Acandia, about 1½ cables south-eastward of Kandia point.

**[Lines 27-28 : *Delete* " and " to " beacon " ]**

Lines 30-31 : *Delete* " the last-mentioned " to " breakwater." and *substitute* :—

" in 1941, a causeway was under construction between the last-mentioned point and the **[rocks]**."

Line 32 : *For* " Khatar rocks " *read* " Katar (Khatar) rocks "

Line 38 : *For* " Khatar " *read* " Katar "

**[Lines 40-42 and view : *Delete*.]**

**Page 266.**—**[Line 2 : *For* " A " *read* " Lights.—A " ]**

Lines 5-6 : *Delete* " 44 " to " base " and *substitute* " 33 feet (10<sup>m</sup>1), from a steel framework tower "

Sketch, *Kandia point lighthouse* : *Delete* the lighthouse ; in the legend : *for* " lighthouse " *read* " , Tower of St. Angelo "

*After* line 6 *insert* :—

A light is exhibited, at an elevation of 40 feet (12<sup>m</sup>2), from a turret, 16 feet (4<sup>m</sup>9) in height, on the transverse mole about 1½ cables westward of Kandia point.

Lines 12-14 : *Delete* " On each " to " wolf."

Line 20 : *Delete* " about " to " alongside " and *substitute* " less than one foot (0<sup>m</sup>3) at its head "

Line 24 : *Delete* " are " to " 4<sup>m</sup>0)." and *substitute* " is a depth of 5 feet (1<sup>m</sup>5). About half a cable farther southward there is a third jetty, with a double T-shaped head, alongside which there is a depth of 12 feet (3<sup>m</sup>7)."

Lines 30-32 : *Delete*.

Lines 33-34 : *For* " masonry tower " *read* " stone pillar "

**Page 267.**—Lines 14-15 : *Delete* and *substitute* :—

" 26 feet (7<sup>m</sup>9). Vessels can berth alongside the commercial quay on the eastern side of the harbour. In 1949, the available quaysage on this quay amounted to 540 feet (164<sup>m</sup>6), and there was a depth of 25 feet (7<sup>m</sup>6) alongside ; two fixed hand-operated 5-ton cranes are situated on the quay and, in addition, one mobile 2-ton crane and one floating 4-ton crane are available in the harbour."

**[Page 268.**—Line 45 : *For* " 1932 " *read* " 1951 " and *for* " 16,150 " *read* " 24,186 " .]

**Page 269.**—Lines 2-3 : *Delete.*

**[Line 8 : Add :—In 1949, no coal was available]**

**[Lines 11-12 : Delete and substitute :—**

A few lighters are available.]

**[Line 15 : After " PISKOPI.—" insert " Light.—"]**

After line 48 insert :—

*Chart 3923.*

**Page 270.**—Line 1 : For " 1898 " read " 3923 "

**[After line 4 insert :—**

A light is exhibited, at an elevation of 230 feet (70<sup>m</sup>1), from a framework structure on a hut, 20 feet (6<sup>m</sup>1) in height, about 2 cables north-westward of the summit of Gaidaro.]

After line 19 insert :—

*Chart 1898.*

Line 21 : After " rock," insert " on which stands a beacon,"

Lines 23-24 : *Delete* " Each " to " pyramid." and *substitute* :—

The cathedral, situated about one mile west-south-westward of the southern entrance point is conspicuous.

Lines 33-34 : *Delete* " cathedral " to " bay," and *substitute* " above-mentioned cathedral "

After line 43 insert :—

*Chart 3923.*

Line 47 : After " Piskopi " insert " ; there is a squat tower on the summit of the islet "

**Page 271.**—Line 1 : For " 1898 " read " 3923 "

**Page 272.**—Line 1 : *Delete and substitute :—*

*Charts 3923 and 3924.*

Line 14 : For " above-water rock " read " rock, with a depth of less than 6 feet (1<sup>m</sup>8) over it,"

Line 47 : After " island " insert " ; in 1945, the population of the town was about 3,800 "

**[Line 48 : For " Light.—" read " Lights.—"]**

**[Page 273.**—After line 4 insert :—

A light is exhibited, at an elevation of 98 feet (29<sup>m</sup>9), from an iron framework structure on a hut, 20 feet (6<sup>m</sup>1) in height, on the southern side of Trambeto.]

**Page 274.**—After line 18 insert :—

There is a conspicuous tank on the eastern shore of Port Symi, about 3½ cables east-north-eastward of the light-structure.

Line 25 : After " jetty." insert :—A rock, with a depth of 17 feet (5<sup>m</sup>2) over it, lies about half a cable north-eastward of the light-structure.

After line 27 insert :—

Vessels should not attempt to berth stern-to the jetty without local knowledge.

Line 30 : For " 15 feet (4<sup>m</sup>6) " read " 16 feet (4<sup>m</sup>9) "

Line 31 : For " 11 feet (3<sup>m</sup>4) " read " 10 feet (3<sup>m</sup>0) "

Line 33 : *Delete* " A light " to " point " and *substitute* :—

" A light is exhibited, at an elevation of 72 feet (21<sup>m</sup>9), from a white

*Page 274 continued.*

house, 10 feet (3<sup>m</sup>0) in height, on Kut-sumba point "

Line 40 : *Delete and substitute :—*

Water is scarce and there are no means of supply to the harbour.

Lines 41-42 : *Delete " Some " to " available." and substitute :—*  
There is one small slipway, capable of accommodating craft of up to 120 tons, and a number of small slips for craft of up to 40 tons.

**Page 275.**—Line 48 : *For " Mount Kara Esek " read " Mount Kara Eşek "*

**Page 276.**—Line 45 : *After " körfezi.—" insert " Lights.—"*

*After line 48 insert :—*

A light is exhibited, at an elevation of 48 feet (14<sup>m</sup>6), from a white concrete tower, 26 feet (7<sup>m</sup>9) in height, situated on İnce burun.

Line 49 : *For " An islet " read " Ata islet "*

*After line 52 insert :—*

A light is exhibited, at an elevation of 34 feet (10<sup>m</sup>4), from a white concrete structure situated on Ata islet.

**Page 279.**—Line 23 : *For " Arin dagh " read " Arin dağ "*

Line 39 : *For " 1898 " read " 3924 "*

Line 40 : *Delete " , or Deve, boynu " and substitute " burnu "*

Line 43 : *For " Kriyo boynu " read " Kriyo burnu "*

**Page 280.**—Line 1 : *For " 1898 " read " 3924 "*

Lines 13 and 15 : *For " Kriyo boynu " read " Kriyo burnu "*

Line 16 : *After " Kos.—" insert " Light.—"*

Line 25 : *For " 2½ fathoms (4<sup>m</sup>6) " read " 2 fathoms (3<sup>m</sup>7) "*

*After line 35 insert :—*

A light is exhibited, at an elevation of 85 feet (25<sup>m</sup>9), from an iron framework structure on a hut, 20 feet (6<sup>m</sup>1) in height, situated on Cape Phuka.

**Page 281.**—Line 1 : *Delete and substitute :—*

*Charts 3924 and 3925.*

Lines 21-23 : *Delete.*

Line 46 : *Delete " (Kappari) "*

Line 48 : *For " 1899 " read " 3924 "*

Line 49 : *After " channel.—" insert " Light.—"*

**Page 282.**—Line 1 : *For " 1899 " read " 3924 "*

Line 5 : *After " mid-channel " insert " , with [a 9-foot (2<sup>m</sup>7)] patch on it situated about [6½] cables offshore.*

A light is exhibited, at an elevation of 141 feet (43<sup>m</sup>0), from an iron hut, 10 feet (3<sup>m</sup>0) in height, situated on Cap Russa "

Lines 18-19 : *Delete " A rock " to " point ."*

Lines 21-22 : *Delete " (Hussein point) "*

Line 27 : *Delete " (Kato islet) "*

Line 30 : *Delete " (Cape Petera) "*

Line 40 : *Delete " (Utchian) "*

Line 48 : *For " Luro point " read " Cape Psalidhi "*

**[Line 50 : After " distinguish " insert " , but on it is a beacon, see page 283.]**

Line 52 : *Delete " 61 " to " tower " and substitute " 49 feet (14<sup>m</sup>9), from a white stone tower and dwelling "*

Line 54 : *For " 59 feet (18<sup>m</sup>0) " read " 30 feet (9<sup>m</sup>1) "*

**Page 283.**—Line 1 : *For "1899" read "3924"*

Lines 2-3 : *Delete "mast" to "height," and substitute "structure"*

**[Line 4 : After "Kos.—" insert "Beacon.—"]**

Lines 4-5 : *For "Luro point" read "Cape Psalidhi"*

Lines 7-17 : *Delete and substitute :—*

"south-eastward of Cape Psalidhi (Lat. 36° 53' N., Long. 27° 21' E.).

**[On Cape Psalidhi is a stone pyramidal beacon, painted in black and white horizontal bands and attaining an elevation of 23 feet (7<sup>m</sup>0).]**

**Kos harbour.**—The ancient harbour and town of Kos are situated on the north-eastern side of the island ; in 1948, the population was about 8,000. The harbour, in which there are depths of from 11 to 13 feet (3<sup>m</sup>4 to 4<sup>m</sup>0), is landlocked and is approached by a channel leading between two short moles. A castle is situated close eastward of the eastern mole

Within the harbour the shore is mainly quayed, with depths of from one to 10 feet (0<sup>m</sup>3 to 3<sup>m</sup>0) alongside. South quay, situated at the head of the harbour, is the principal quay and has depths of from 6 to 10 feet (1<sup>m</sup>8 to 3<sup>m</sup>0) alongside ; the quay is equipped with bollards and landing steps.

Outside the harbour, about 2½ cables south-south-eastward of the eastern mole, there is a pier, known as South jetty, which projects north-eastward from the shore for about 225 feet (68<sup>m</sup>6). The jetty has depths of about 11 feet (3<sup>m</sup>4) at its head, 10 feet (3<sup>m</sup>0) on its western side, and from 9 to 3 feet (2<sup>m</sup>7 to 0<sup>m</sup>9) on its eastern side ; it is somewhat exposed to weather conditions. Small "

Lines 23-28 : *Delete "29" to "camber," and substitute "16 feet (4<sup>m</sup>9), from each of two stone columns situated one on each of the mole heads at the harbour entrance."*

Line 31 : *For "the pier" read "South jetty"*

Line 32 : *For "the pierhead" read "its head"*

Lines 36-37 : *Delete "crane" to "camber," and substitute "fixed hand-crane, with a lifting capacity of 4 tons, on the eastern end of South quay, within the harbour."*

Line 39 : *Delete and substitute :—*

Water is plentiful and there are hydrants on South quay and West quay, close westward ; also on the head of South jetty.

A repair shop is situated at the power station, on the western side of the harbour entrance, and major machine repairs can be effected. A caique building yard is situated near the eastern end of South quay.

**Page 284.**—Line 24 : *For "Uch Chatal" read "Üç Çatal (Uch-Chatal)"*

**Page 285.**—Line 35 : *Delete.*

Line 36 : *For "Bağlar (Biteh)" read "Bağlar"*

Lines 38-39 : *For "Uzun point" read "Ada burnu (Uzun point)"*

Line 40 : *Delete " (Parthena) "*

Line 53 : *Delete and substitute :—*

"İç ada (Çarpan adası) lies close south-eastward of Ada burnu ; "

**Page 286.**—Line 1 : *For "1899" read "1604"*

Lines 2, 12, 41 : *For "Çarpan adası" read "İç ada"*

*Page 286 continued.*

Line 4 : *For* " Kumbet (Gumbet) bükü " *read* " Kumbet körfezi "

Line 5 : *For* " Uzun point " *read* " Ada burnu "

Line 10 : *For* " **Dangers.**—" *read* " **Light.—Dangers.—Buoys.**—"

*After line 15 insert :—*

A light is exhibited, at an elevation of 48 feet (14<sup>m</sup>6), from a white concrete tower, 26 feet (7<sup>m</sup>9) in height, situated near the north-western extremity of Kara ada.

Lines 16 and 28 : *Delete.*

Line 29 : *For* " Khatar point " *read* " Değirmen burnu (Katar point) "

Line 30 : *For* " Meshrik point " *read* " Meşrik (Meshrik) point "

Lines 32, 40 and 43 : *For* " Khatar point " *read* " Değirmen burnu "

Line 41 : *For* " Uçan ada " *read* " Karga adası (Uçan ada) "

Lines 45-47 : *Delete* " Sighi " to " 1604. "

Lines 49 and 53 : *For* " Meshrik point " *read* " Meşrik point "

**Page 287.**—Line 4 : *After* " point " *insert* " ; it is marked by a red can buoy "

Line 15 : *Add* :—The entrance is marked by two small red spherical buoys.

Line 49 : *For* " İki kardeş " *read* " İki kardeş "

**Page 288.**—Line 45 : *For* " Tcham Altee " *read* " Çam Altı (Tchara Altee) "

**Page 289.**—Line 6 : *Add* :—The existence of good fresh water is reported here.

Line 10 : *For* " Gharb " *read* " Garp (Gharb) "

Lines 20 and 31 : *For* " Gharb " *read* " Garp "

**Page 291.**—Line 18 : *For* " Bekchi " *read* " Bekçi (Bekchi) "

Line 20 : *For* " Bekchi " *read* " Bekçi "

Line 39 : *For* " Kadın " *read* " Kadın "

Lines 44-46 : *Delete and substitute :—*

At Gökova iskele, on the northern side of the head of Gökova körfezi, there are two small but well-built concrete jetties about 80 feet (24<sup>m</sup>4) apart. There is a least depth of 12 feet (3<sup>m</sup>7) close off the jetties and it is possible for vessels of up to about 200 feet (61<sup>m</sup>0) in length to secure alongside without much difficulty as the shore is steep-to. There are numerous fresh water springs in the vicinity and small quantities of fresh water are available in the village.

**Page 292.**—Line 1 : *Delete and substitute :—*  
*Charts 3924 and 3925.*

**Page 293.**—Line 1 : *For* " 1899 " *read* " 3925 "

Line 7 : *Delete and substitute :—*

*Charts 3925 and 3926.*

**[Line 25 : *After* " Islets.—" *insert* " Light.—"]**

**[*After line 34 insert :—***

A light is exhibited, at an elevation of 197 feet (60<sup>m</sup>0), from an iron framework structure on a hut, 20 feet (6<sup>m</sup>1) in height, on Agios Nikolaos.]

*Page 293 continued.*

Line 40 : For " $1\frac{1}{4}$ " read " $1\frac{1}{2}$ "

Line 41 : Delete "and a" to "topmark"

Lines 43-45 : Delete and substitute :—

**Light.**—A light is exhibited, at an elevation of 39 feet (11<sup>m</sup>0), from a stone tower, 30 feet (9<sup>m</sup>1) in height, situated at the head of the mole at Port Kalimno.

Line 48 : Delete "mooring buoy and the"

**Page 294.**—Line 12 : For "1666" read "3925"

Lines 42-43 : Delete " $5\frac{1}{4}$ " to "south-eastward" and substitute :— " $4\frac{1}{2}$  fathoms (8<sup>m</sup>2) over it, lies about 6 cables eastward of the southern extremity"

**Page 295.**—Line 1 : Delete and substitute :—

*Charts 3925 and 3926.*

Line 9 : For " $2\frac{1}{2}$  fathoms (4<sup>m</sup>6)" read "4 fathoms (7<sup>m</sup>3)"

Lines 29-33 : Delete and substitute :—

*Chart 3925.*

Line 34 : After "Kalimno.—" insert "Light.—"

After line 48 insert :—

A light is exhibited, at an elevation of 36 feet (11<sup>m</sup>0), from the north-eastern side of the roof of the Customs house.

Line 51 : Delete and substitute :—

*Charts 3925 and 3926.*

After line 54 insert :—

Cape Condrimiti, named Chontri-Myti by the Greeks, is situated nearly 3 miles east-south-eastward of Capo dello Stretto ; it is the north-western extremity of a long narrow ridge which rises to an elevation of 725 feet (221<sup>m</sup>0) near its south-eastern end and is separated from the land south-westward by a low valley.

**Page 296.**—Line 1 : Delete and substitute :—

*Charts 872, 2682.*

Line 5 : For "551 feet (167<sup>m</sup>9)" read "436 feet (132<sup>m</sup>9)"

Lines 21-22 : Delete and substitute :—

A light, is exhibited, at an elevation of 75 feet (22<sup>m</sup>9), on Spano point.

Line 37 : For "1666" read "3926"

Lines 50-53 : Delete.

**Page 297.**—Line 1 : For "1666" read "3926"

Line 42 : After "Laki.—" insert "Beacon.—"

Line 43 : For "144 feet (43<sup>m</sup>9)" read "150 feet (45<sup>m</sup>7)"

Line 53 : For "814 feet (248<sup>m</sup>1)" read "718 feet (218<sup>m</sup>8)"

**Page 298.**—Lines 4-7 : Delete "a red" to "hill ;"

Line 8 : For "266 feet (81<sup>m</sup>1)" read "272 feet (82<sup>m</sup>9)"

Line 9 : After "bay" insert " ; the cliffs under Mount Triad ; and St. Theologos church, with its red dome, situated about  $4\frac{3}{4}$  cables north-north-eastward of Brachos point.

A white beacon stands on Zephyros point, about one mile north-eastward of Cazzuni point "

Line 13 : For "previously mentioned" read "at the north-eastern end of the bay"

Page 298 continued.

Lines 17-19 : *Delete* " The village " to " bight " and *substitute* :—  
 — There are quays on the northern and western sides of Seno di Gonio, alongside which are depths of 13 to 17 feet (4<sup>m</sup>0 to 5<sup>m</sup>2).

Lines 28-30 : *Delete* and *substitute* :—

At the western end of the bay south-westward of Malissa point there is a pier, the head of which is T-shaped and about 350 feet (106<sup>m</sup>7) in length ; there is a depth of 28 feet (8<sup>m</sup>5) alongside, except at the extreme eastern end, where the water shoals to 23 feet (7<sup>m</sup>0). A quay 2 cables eastward of the pier has depths alongside its western end of about 21 feet (6<sup>m</sup>4). The sunken wreck of a floating dock, indicated in pecked line on the chart, lies in this bay.

Line 31 : *After* " Beacons.—" *insert* " Buoys.—"

Line 34 : *After* " by " *insert* " the remains of " and *delete* " , surmounted by a ball "

Lines 40-41 : *Delete* " A red " to " stands " and *substitute* " The remains of a beacon stand "

*After* line 42 *insert* :—

Small white stone beacons are situated, respectively, about half a cable north-north-eastward of Zephyros point and 5½ cables east-north-eastward of Angistro head.

There are a number of mooring buoys in Port Laki.

Line 46 : *For* " head." *read* " head ; in 1948, this light-structure was difficult to distinguish."

**Page 299.**—*After* line 34 *insert* :—

If proceeding alongside the T-headed pier south-westward of Malissa point, it is inadvisable to pass southward of the wreck of the floating dock when there are vessels lying at the inshore mooring buoys, as they may suddenly swing athwart the fairway.

Line 45 : *Delete*.

Line 48 : *For* " 1666 " *read* " 3926 "

**Page 300.**—Line 1 : *For* " 1666 " *read* " 3926 "

Lines 50-51 : *For* " 2½ fathoms (4<sup>m</sup>6) " *read* " 7 feet (2<sup>m</sup>1) "

**Page 301.**—Line 7 : *Add* :—A building near the beach about 2 cables south-eastward of the pier is a prominent mark.

Line 11 : *Delete* " There is " to " basin." and *substitute* :—

In 1948, a submerged obstruction extended nearly three-quarters of a cable south-eastward from the south-eastern side of the northern entrance point to the basin.

Line 18 : *For* " 2½-fathom (4<sup>m</sup>6) " *read* " 7-foot (2<sup>m</sup>1) "

Line 28 : *For* " 1666 " *read* " 3926 "

Lines 36-37 : *Delete* " 8½ " to " northern " and *substitute* :—  
 " 7 fathoms (12<sup>m</sup>8) over it, lies about 3½ cables northward of the western "

**Page 302.**—Line 22 : *For* " 1666 " *read* " 3926 "

Line 53 : *For* " 1574 " *read* " 3926 "

**Page 303.**—Line 1 : *Delete* and *substitute* :—  
 Chart 3926.

Line 14 : *For* " 4½ fathoms (8<sup>m</sup>2) " *read* " 4½ fathoms (7<sup>m</sup>8) "

*After* line 18 *insert* :—

Charts 3926 and 3927.

Line 31 : *For* " 5½ fathoms (10<sup>m</sup>1) " *read* " 5½ fathoms (10<sup>m</sup>5) "

**Page 304.**—Line 1 : *Delete and substitute :—*  
*Charts 3926 and 3927.*

*After line 10 insert :—*  
*Chart 3927.*

**Page 305.**—Line 1 : *For " 1574 " read " 3927 "*

Line 6 : *For " 3½ fathoms (6<sup>m</sup>4) " read " 3 fathoms (5<sup>m</sup>5) "*

Line 29 : *For " 3½-fathom (6<sup>m</sup>4) " read " 3-fathom (5<sup>m</sup>5) "*

*After line 48 insert :—*

*Chart 3928, plan of approaches to Port Skala.*

**Page 306.**—Line 1 : *Delete and substitute :—*

*Chart 3928, plan of approaches to Port Skala.*

Line 9 : *Add :—*A detached 3½-fathom (6<sup>m</sup>4) patch lies about three-quarters of a cable eastward of the northern end of Trago reef.

Line 17 : *Delete.*

Line 21 : *Delete and substitute :—*

Cape Aspri, about half a mile north-eastward of Cape Kumana, is the southern entrance point of Meloyi bay.

Line 35 : *For " Light " read " Lights "*

*After line 37 insert :—*

A light is exhibited, at an elevation of 46 feet (14<sup>m</sup>0), from a small iron tower, 7 feet (2<sup>m</sup>1) in height, on Cape Aspri.

A light is exhibited, at an elevation of 118 feet (36<sup>m</sup>0), from an iron pylon on an iron hut, 16 feet (4<sup>m</sup>9) in height, on Cape Yeranos.

Line 42 : *For " 8 fathoms (14<sup>m</sup>6) " read " 6 fathoms (11<sup>m</sup>0) "*

**Page 307.**—Line 1 : *Delete and substitute :—*

*Chart 3928, plan of approaches to Port Skala.*

Line 9 : *Delete.*

Line 13 : *For " 1¼ fathoms (2<sup>m</sup>3) " read " three-quarters of a fathom (1<sup>m</sup>4) "*

Line 43 : *Delete and substitute :—*

*Charts 3927 and 3928, plan of approaches to Port Skala.*

Line 52 : *For " 1574 " read " 3927 "*

**Page 308.**—Line 1 : *For " 1574 " read " 3927 "*

Lines 12-13 : *For " 335 feet (102<sup>m</sup>1) " read " 354 feet (107<sup>m</sup>9) "*

Line 16 : *After " rocks ", insert " about 220 feet (67<sup>m</sup>1) high, "*

Line 18 : *For " 1574 " read " 3927 "*

**Page 310.**—*[After line 11 insert :—*

A light is exhibited, at an elevation of 138 feet (42<sup>m</sup>1) from an iron framework structure and hut, 20 feet (6<sup>m</sup>1) in height, on Cape Phanar.]

Line 19 : *Delete " tower " to " (4<sup>m</sup>0) " and substitute " column with tower, 20 feet (6<sup>m</sup>1) "*

*After line 20 insert :—*

Manganitis church, situated on the south-eastern side of the island about 7½ miles east-north-eastward of Cape Pappás, is conspicuous.

Line 40 : *Add :—*A small concrete wharf, with a depth of about 10 feet (3<sup>m</sup>0) at its head, is situated about 1½ cables southward of the western entrance point of the bay.



**Page 311.**—Lines 1 and 8 : *For " 1899 " read " 3924 "*

Line 9 : *Delete " (Karabaghla point) "*

Line 18 : *For " Chatali point " read " Çatalli (Chatali) point "*

Line 25 : *Delete " (Atsaki) "*

Line 33 : *Delete " (Malathro) "*

Line 52 : *For " Chatali point " read " Çatalli point "*

**Page 312.**—Line 1 : *For " 1899 " read " 3924 "*

Line 2 : *Delete " (Kato) "*

*After line 10 insert :—*

**Chart 3926.**

Line 31 : *Delete.*

Line 39 : *Delete and substitute :—*

**Charts 3924 and 1546.**

**【Line 40 : *After " Dangers.—" insert " Light.—"】***

Line 43 : *Delete " (Gumishlu) "*

**Page 313.**—Line 1 : *For " 1899 " read " 1546 "*

Line 4 : *Delete.*

Line 5 : *For " Kızıle kadası (Pondikusa) " read " Kızılek adası "*

Line 8 : *For " Küçük kiremid adası (Keramidi) " read " Küçük keremit (kiremid) adası "*

**【After line 13 insert :—**

A light is exhibited, at an elevation of 291 feet (88<sup>m</sup>7), from a white concrete tower, 20 feet (6<sup>m</sup>1) in height, on Büyük Kiremit.】

Line 21 : *Delete " (Sandama bay) "*

Line 46 : *Delete " (Cape Monodendri) "*

Line 50 : *After " körfezi.—" insert " Light.—"*

Line 52 : *Delete " (Guvergenik) "*

**Page 314.**—Line 2 : *Delete 【" 1,788 " to】 " (Oglu) " 【and substitute " 2,280 feet (694<sup>m</sup>9) in Oyuklu "】*

Line 6 : *Delete " (St. Apostola) "*

*After line 16 insert :—*

A light is exhibited, at an elevation of 56 feet (17<sup>m</sup>1), from a white concrete tower situated on the northern extremity of the islet which lies adjacent to the northern end of Kara ada.

Line 17 : *Delete " (Ghiul bay) " and " (Chebir) "*

Line 19 : *Delete " (Chomchek) "*

Lines 43-44 : *For " Karahdereh " read " Karadere (Karahdereh) "*

Line 47 : *For " Karahdereh " read " Karadere "*

**【Line 48 : *For " Tarandakia islets " read " Far Adalari, two islets,"】***

Line 53 : *Delete " (Durvanda bay) "*

**Page 315.**—**【Line 9 : *For " Torba " read " Torbo "】***

Line 12 : *Delete " (Tarandos) "*

**【Lines 14, 18, 31-32 : *For " the Tarandakia islets " read " Far Adalari "】***

Line 26 : *Delete " (Guvergenik) "*

Line 27 : *For " Karahdereh and Kiumse " read " Karadere and Kumse (Kiumse) "*

Line 30 : *Delete " (Kiuvergini) "*

Line 33 : *Delete " (Kavo Asar) "*

Line 36 : *For " Kırmızı ada (Kargo nisi) " read " Kırmızı "*

**Page 316.**—Lines 7-8 : *Delete* “ (Karako point) ”

【Line 12 : *For* “ The Posidium ” *read* “ Tek Ağac banki ”】

【Lines 18, 23, 28, 31 : *For* “ Panağya ” *read* “ Altm ”】

Line 19 : *Delete* “ (Basilicus bay) ”

Lines 42-43 : *Delete* “ (Cape Spratt) ”

**Page 317.**—【Line 25 : *Delete* “ (Bay of Kruvraike) ”】

【Line 29 : *For* “ Panağya ” *read* “ Altm ”】

【Lines 31, 54 : *For* “ Kapota ” *read* “ Toprak ”】

Line 38 : *Delete* “ (Cape Nijekul) ”

Line 40 : *Delete* “ (Alaguni bay) ”

【Line 48 : *For* “ 3,520 feet (1,072<sup>m</sup>9) ” *read* “ 3,573 feet (1,089<sup>m</sup>0) ”】

【Line 49 : *For* “ 5 ” *read* “ 4½ ”】

【Line 51 : *For* “ 4,485 feet (1,367<sup>m</sup>0) ” *read* “ about 4,500 feet (1,371<sup>m</sup>6) ”】

**Page 318.**—Line 19 : *After* “ körfezi.—” *insert* “ Light.—”

*After* line 30 *insert* :—

A light is exhibited, at an elevation of 41 feet (12<sup>m</sup>5), from a white concrete tower situated on Nice gül burnu.

【Line 36 : *For* “ Bargylia creek ” *read* “ Varvil koyu ”】

【Line 44 : *Delete* and *substitute* :—

“ Asin körfezi.—Asin köfezi lies at the head of ”】

**Page 319.**—Line 9 : *For* “ Küllük (Chulukioi) ” *read* “ Güllük (Küllük) ”

Lines 13, 32 : *For* “ Küllük ” *read* “ Güllük ”

Line 14 : *After* “ E.) ” *insert* “ ; loading is carried out by lighters which work from five small jetties ”

【Lines 15, 18, 38 : *For* “ Asen ” *read* “ Asin ”】

Line 20 : *Delete* “ (Makro nisi) ”

Line 28 : *Delete* “ (Aspro nisi) ”

Lines 34-35 : *For* “ Sari cay ” *read* “ Sarı cay ”

【Line 37 : *For* “ Port Isene ” *read* “ Asin Limanı ”】

**Page 320.**—【Lines 2-5 : *Delete* “ see ” to “ promontory ” and *substitute* :—

“ Asin Limanı is a small harbour between the promontory of Iassus and the coast westward ”】

【Line 12 : *Delete* “ , named ” to “ chart, ”】

Line 20 : *For* “ Kasalkioi ” *read* “ Kasalköy (Kasalkioi) ”

Line 23 : *Delete* and *substitute* :—

*Chart 1546.*

【Line 25 : *Delete* and *substitute* “ 720 feet (219<sup>m</sup>5) high, lies with its south- ”】

【Line 50 : *For* “ Psatho ” *read* “ Psathonisi ”】

Line 52 : *Add* :—A 6-fathom (11<sup>m</sup>0) patch lies at the eastern end of a 10-fathom (18<sup>m</sup>3) bank situated about 8 cables westward of the western extremity of 【Psathonisi.】

**Page 321.**—Line 1 : *Delete* and *substitute* :—

*Chart 1546.*

Line 5 : *Delete.*

Page 321 continued.

Line 7 : *Delete* " (Dinakli) "

Line 8 : *For* " Kovela burun " *read* " Sedef burnu "

Lines 11, 14 : *For* " Kovela liman " *read* " Kovala limanı "

Line 12 : *Delete* " (Ieronda) "

Lines 15-16 : *Delete* " (Meander point) "

Line 35 : *Delete* " (Samsun) "

Line 36 : *Delete* " (Cape Kanapitza) "

Line 39 : *For* " 4,032 feet (1,229<sup>m0</sup>) " *read* " 4,130 feet (1,258<sup>m8</sup>) "

Line 51 : *For* " Çil adası " *read* " Tavsanadasi "

Line 52 : *Delete* " (Theopori) "

Page 322.—Line 11 : *Delete* " (Mitelinous) "

Line 13 : *For* " Dhafniás (Imbrasus) " *read* " Dhafnios "

Line 20 : *For* " Dhafniás " *read* " Dhafnios "

Line 21 : *For* " Tigáni harbour " *read* " Limín Tigani "

Line 40 : *After* " Dangers.—" *insert* " Lights.—"

Line 43 : *Delete* " (Colonni) "

Line 46 : *Delete* " (Aspros kavos) "

Page 323.—After line 3 —————

Line 4 : *Delete* " (Misocampo) "

Line 5 : *Delete* " (Psili) "

Line 11 : *For* " Abanoz or Bogaz adasi (Panagia) " *read* " Bayrak adasi "

After line 14 *insert* :—

A light is exhibited, at an elevation of 75 feet (22<sup>m9</sup>), from a white stone tower, 23 feet (7<sup>m0</sup>) in height, on the western side of Abanoz adasi.

Line 17 : *For* " Abanoz " *read* " Bayrak "

Line 20 : *Delete* " (Kukura point) "

Line 26 : *Delete* " (Mollah Ibrahim) "

Line 27 : *Delete* " (Græpodi) "

Line 32 : *For* " Port Tigani " *read* " Limín Tigáni "

Line 33 : *For* " Tigani harbour " *read* " Limín Tigáni " and *After* " Lights.—" *insert* " Shoal.—"

Lines 33, 42, 49, 51 : *For* " Tigani harbour " *read* " Limín Tigáni "

Line 41 : *Add* :—In 1945, the population was about 2,000.

Line 42 : *For* " conspicuous " *read* " prominent "

Line 45 : *For* " 59' " *read* " 57' "

Line 46 : *Delete and substitute* :—

" tion of 66 feet (20<sup>m1</sup>), from an iron column with a hut, 20 feet (6<sup>m1</sup>) "

Line 48 : *Delete* " 13 " to " from " and *substitute* " 30 feet (9<sup>m1</sup>), from an iron framework pylon, 20 feet (6<sup>m1</sup>) in height, on "

Line 50 : *Delete* " 13 " to " from " and *substitute* " 20 feet (6<sup>m1</sup>), from a concrete column, 15 feet (4<sup>m6</sup>) in height, situated on a dwelling on "

After line 51 *insert* :—

General depths in the outer harbour are from 15 to 28 feet (4<sup>m6</sup> to 8<sup>m5</sup>), mud. A small jetty at the root of the breakwater has a depth of 3 feet (0<sup>m9</sup>) alongside.

A shoal, with a depth of 25 feet (7<sup>m6</sup>), lies about 1½ cables east-

*Page 323 continued.*

south-eastward of the head of the breakwater.

On the western side of the inner harbour, there is a depth of about 6 feet (1<sup>m</sup>8) alongside the main quay, for a length of about 500 feet (152<sup>m</sup>4) ; depths elsewhere are shoal.

There are three caïque building yards in the port, and there is a small repair yard on the western side of the village. A certain amount of fresh water is available but there are no supply facilities.

**Page 324.**—Lines 3-4 : *For* “ in the latter bay,” *read* “ situated about half a mile eastward of Cape Foniás (page 323) in depths of from 10 to 12 fathoms (18<sup>m</sup>3 to 22<sup>m</sup>0), mud. In Misókambos bay, there is good anchorage ”

【Line 10 : *For* “ Práson ” *read* “ Práso ”】

【Lines 17, 25 : *For* “ Abanoz ” *read* “ Bayrak ”】

**Page 325.**—Lines 2-3 : *Delete* “ 1934 ” to “ repair,” and *substitute* “ 1950, in a destroyed condition,”

Lines 11-13 : *Delete* “ **Lights** ” to “ light ” and *substitute* :—  
“ **Light.**—The light ”

【Lines 18, 19, 24 : *For* “ Práson ” *read* “ Práso ”】

Line 28 : *For* “ rock ” *read* “ rocks ”

Lines 34-35 : *Delete* “ 88 ” to “ column ” and *substitute* “ 85 feet (25<sup>m</sup>9), from an iron column with tower ”

【Line 39 : *For* “ Vathí ” *read* “ Vathéos ” and *for* “ Kótzikas ” *read* “ Kótsikas ”】

【Line 40 : *For* “ Kéndron ” *read* “ Kedhros ”】

Lines 42-43 : *Delete* “ 131 ” to “ cables ” and *substitute* “ 46 feet (14<sup>m</sup>0), from an iron hut, 10 feet (3<sup>m</sup>0) in height, situated close ”

【Lines 44, 46 : *For* “ Kótzikas ” *read* “ Kótsikas ”】

【Line 45 : *Delete* “ (Descalio) ”】

【Line 47 : *For* “ Mákro (Maratro) ” *read* “ Mákronisi ”】

【Line 48 : *For* “ Práso (Thas Kalio) ” *read* “ Prasonisi ”】

Line 51 : *For* “ Karlovassi ” *read* “ Kalovasi ”

Line 52 : —————

**Page 326.**—Line 1 : *For* “ Karlovassi ” *read* “ Kalovasi ”

【Lines 2-3 : *For* “ 130 yards (118<sup>m</sup>9) ” *read* “ 160 yards (146<sup>m</sup>3) ”】

Lines 3-5 : *Delete* “ The eastern ” to “ buoy.” and *substitute* :—  
The shore between the roots of the breakwaters is quayed.

【Line 11 : *Add* :—A vessel may lie with two anchors down and her stern secured to the wharf, *see below.*】

Lines 12-18 : *Delete* and *substitute* :—

A wharf, equipped with a 2½-ton mobile crane, is situated on the southern side of the harbour, about midway between the roots of the breakwaters. The wharf is about 310 feet (94<sup>m</sup>5) in length and has a depth of 12 feet (3<sup>m</sup>7) alongside ; elsewhere, the depths alongside the quays vary from 2 to 9 feet (0<sup>m</sup>6 to 2<sup>m</sup>7).

Both breakwaters are equipped with bollards and steps ; depths alongside the eastern breakwater are from 4 to 10 feet (1<sup>m</sup>2 to 3<sup>m</sup>0), and from 2 to 21 feet (0<sup>m</sup>6 to 6<sup>m</sup>4) alongside the western breakwater.

The most suitable anchorage lies about 2 cables north-westward of the head of the western breakwater in depths of about 15 to 20

*Page 326 continued.*

fathoms (27<sup>m</sup>4 to 36<sup>m</sup>6), sand and weed.

【A light is exhibited, at an elevation of 36 feet (11<sup>m</sup>0) from an iron framework structure and hut, at the head of the western breakwater.】

A light (Lat. 37° 48' N., Long. 26° 42' E.) is exhibited, at [an elevation of 26 feet (7<sup>m</sup>9), from a concrete column and hut, on] the head of the eastern breakwater.

There are three caique building yards, and a small repair shop is situated at the eastern end of the town.

Line 20 : After "harbour" insert " ; in 1945, the population was about 5,500, the largest in the island "

【Line 23 : For "Vathí" read "Vathéos" and for "Vathi" read "Vathéos"】

【Lines 28, 33 : For "Kótzikas" read "Kótsikas"】

【Lines 28-29 : Delete "which" to "(Kachuni)" and substitute "at Vathí"】

Line 30 : Add :—In 1945, the breakwater was reported to be badly damaged.

【Line 38 : For "26 feet (7<sup>m</sup>9)" read "29 feet (8<sup>m</sup>8)"】

【Line 40 : For "Cape Katsoúni" read "Vathí"】

【Line 54 : For "Vathí" read "Vathéos"】

**Page 327.**—【Line 4 : For "at" read "on the eastern side of"】

Lines 5-6 : Delete "Along" to "alongside." and substitute :—A quay, with depths alongside of from one to 7 feet (0<sup>m</sup>3 to 2<sup>m</sup>1), follows the coast in an easterly direction from the root of the breakwater for a distance of about 3½ cables.

Line 6 : For "1928" read "1945"

Line 7 : For "8,636" read "about 6,300"

Lines 17-18 : Delete "(Gulf of Skala Nuova)"

【Lines 22, 23, 25 : For "Ghiour Changli" read "Güzel Canli"】

Line 32 : Delete "(Yalanghi)"

Line 34 : Delete "(Kargan)"

Line 36 : 【Delete】 "(Xerata Kargan adasi)"

After line 43 insert :—

*Chart 1546, with plan of Kusadasi roads.*

Line 44 : Delete "(Aspros Kavó)"

Line 48 : For "9 cables" read "one mile"

**Page 328.**—Lines 1-3 : Delete and substitute :—

*"Chart 1546, with plan of Kusadasi roads.*

extends about 2 cables west-south-westward from Ak burun and depths of 6 fathoms (11<sup>m</sup>0), or less, extend about 1½ cables farther in the same direction."

Line 4 : Delete "(Skala Nuova)"

Lines 7-8 : Delete "that" to "town" and substitute "there is a small stone jetty at the town with a depth of 6 feet (1<sup>m</sup>8) at its head"

Lines 10-12 : Delete "Beacon.—" to "light" and substitute :—  
"Light.—A light"

Line 13 : For "masonry tower" read "concrete tower and dwelling"

**Page 330.**—Line 43 : For "Sighajik harbour" read "【Siğacik Limanı】"

*Page 330 continued.*

**[Line 44 : For "Sigacik harbour" read "Sigacik limanı"]**

**[Lines 47-48 : Delete " (Sighajik island) "]**

**[Line 54 : For "Sigacik harbour" read "Sigacik limanı"]**

**Page 331.**—Line 1 : For "Sighajik harbour" read **[ "Sigacik limanı" ]**

Line 17 : For "Kavaklı limanı" read "Kavaklı liman"

Line 26 : For "Port Sikia" read "İncir limanı"

Line 27 : Delete "or" to "Sikia"

Line 41 : For "Port Mersin" read "Mersin körfezi"

**Page 332.**—Line 1 : For "Port Mersin" read "Mersin körfezi"

Line 5 : Delete " (Tavates) "

Line 24 : For "Port Egrilar" read "Eğriler limanı"

Line 25 : Delete "or Alaçati"

**Page 333.**—Line 37 : *Add* :—This islet is conspicuous when approaching Khíos strait from southward, *see* page 337.

Line 41 : *After* "Khíos.—" insert "Light.—"

**Page 334.**—*After* line 33 insert :—

A light is exhibited, at an elevation of 39 feet (11<sup>m</sup>9), from an iron tower on a column, 13 feet (4<sup>m</sup>0) in height, on the southern side of Volissós harbour.

**[After line 49 insert :—**

*Charts 1645, 2836b.*

**Outlying bank.**—Alkioni bank, with a least depth of 60 fathoms (109<sup>m</sup>7), lies about 18½ miles north-westward of Cape Mestá.]

**Page 336.**—Line 50 : For "Spalmatori" read "Oinoussai"

Lines 51, 53 : For "Mámaro bay" read "Port Mármaro"

**Page 337.**—Line 1 : For "Spalmatori" read "Oinoussai"

Lines 6, 15 : For "Parápanda bay" read "Port Parápanda"

Line 7 : For "Mámaro bay" read "Port Mármaro"

Line 8 : For "Margaritis, an islet," read "Margariti island"

Lines 11, 13, 16 : For "Margaritis" read "Margariti island"

Line 14 : Delete " (Pampakas) "

Line 16 : For " , an islet " read " rock, above water "

Line 19 : *After* "Glastri" insert " rock "

Line 21 : Delete " (Vrulidia) "

Line 35 : *Add* :—Cape Kamari lies about midway between Cape Mástikho and Cape Gridhiá. The conical hill, surmounted by a ruined monastery close north-westward of it, is conspicuous when approaching Khíos strait from southward.

**Page 338.**—Line 2 : Delete " (Spalmatori) "

Line 8 : Delete " (St. Helena) "

Line 15 : *After* "Lights.—" insert " Beacon.—"

Line 41 : Delete " (Kezil point) "

Line 52 : For "Chesme" read "Çeşme körfezi"

**Page 339.**—Lines 1, 20 : For "*Chesme*" read "*Çeşme körfezi*"

Line 6 : After "*burun*" insert " ; it is marked by a prominent beacon, consisting of a pole 10 feet (3<sup>m</sup>0) in height "

Line 15 : Delete " (Kumuthi point) "

Line 21 : Delete " (Chesme) "

Line 22 : For "*Kara dagh*" read "*Kara dağ (Kara dagh)*"

After line 31 insert :—

A stone quay, about 3 feet (0<sup>m</sup>9) high, with depths alongside of from 3 to 4 feet (0<sup>m</sup>9 to 1<sup>m</sup>2), is situated on reclaimed land fronting the castle ; the port offices are located in buildings on this quay.

A very conspicuous white building is situated on the south-western side of the harbour.

Line 39 : For "*Kara dagh*" read "*Kara dâğ*"

Line 42 : For "*Port Scio*" read "*Khíos harbour*"

Line 43 : Delete " (Scio) "

**Page 340.**—Lines 10-14 : Delete and substitute :—

Lights are exhibited, at an elevation of 23 feet (7<sup>m</sup>0), from concrete columns on dwellings, 16 feet (4<sup>m</sup>9) in height, situated on the heads of the northern and southern moles.

The two moles, the cathedral tower and the grey tower situated close westward of the root of the northern mole, are conspicuous.

Line 30 : For "*Port Scio*" read "*Khíos harbour*"

Line 33 : Delete.

Line 53 : For "*Uzan adalar*" read "*Uzun adalar*"

**Page 342.**—Line 10 : Delete " (Pali) "

Line 12 : For "*Spalmatori*" read "*Oinoúsai*"

Line 13 : Delete " (Sidero) "

Line 15 : Delete " (St. Stephano) "

Line 48 : Delete " (Agnussi) "

Line 50 : Delete " (Kio) "

Line 54 : After "*Oinoúsa*" insert " ; the rocks extending southward of these islets are usually marked by breakers "

**Page 343.**—Line 1 : For "*Spalmatori*" read "*Oinoúsai*"

Line 4 : After "*Oinoúsa*" insert " ; this rock is usually marked by breakers "

After line 7 insert :—

A light is exhibited, at an elevation of 33 feet (10<sup>m</sup>1), from an iron tower with column, 13 feet (4<sup>m</sup>0) in height, situated at the head of Kolokithiá bay.

Line 28 : For "*Ports Boghazi and Pasha*" read "*Boghazi and Pashá bays*"

Line 43 : Delete " (Arkondo) "

**Page 344.**—Line 1 : For "*Ports Boghazi and Pasha*" read "*Boghazi and Pashá bays*"

Line 8 : Delete " (Turko) "

Lines 15-16 : Delete and substitute :—

Chart 1568, plan of Boghazi and Pashá bays, and plan of Oinoúsai islands.

**Page 345.**—Line 1 : *For "Egri-liman" read "Egri Liman"*

Line 6 : *Delete "(Uth)"*

Line 44 : *For "450 feet (137<sup>m</sup>2)" read "318 feet (96<sup>m</sup>9)"*

**Page 346.**—*After line 32 insert :—*

Vessels leaving the port of İzmir must stop off the harbour entrance to obtain permission to depart, which can be obtained until midnight only ; after this formality has been completed vessels may proceed at any time during the night.

When in the port of İzmir, vessels' radio apparatus is seldom sealed by the Military authorities but, as the port lies within the Military Zone, masters of vessels are requested not to use radio and to comply with the regulations of the Military authorities in this respect.

Line 51 : *For "Port Sahib" read "Port Saip"*

**Page 347.**—Line 1 : *For "Port Sahib" read "Port Saip"*

Line 3 : *Delete "(Fonar)"*

Lines 8 and 23 : *Delete "(Sahib)"*

**Page 349.**—Line 22 : *For "Deirmen" read "Değirmen (Deirmen)"*

Line 31 : *For "Deirmen" read "Değirmen"*

**Page 350.**—Line 17 : *Delete "(Aggria bay)"*

Lines 17-18 : *Delete "a point" to "eastward" and substitute :—  
"Panagia point, about 2½ miles south-eastward"*

Line 19 : *For "a mile farther" read "1½ miles"*

*After line 24 insert :—*

In 1941, extensive shoaling was reported in Kır deniz and a 3-fathom (5<sup>m</sup>5) patch was then situated about 1½ miles south-westward of Panagia point.

Line 32 : *After "ada.—" insert "Dangers.—"*

*After line 44 insert :—*

A shoal, with a depth of 5 fathoms (9<sup>m</sup>1) over it, lies on the western side of the passage about 11 cables eastward of Kum burnu.

**Page 352.**—Line 2 : *After "Çalı burnu" insert "(Kokala Burnu)"*

Line 7 : *For "less than 5 fathoms (9<sup>m</sup>1)" read "6 fathoms (11<sup>m</sup>0) or less"*

**Page 353.**—Lines 30-34 : *Delete "the remains" to "adasi" and substitute "a breakwater, 2½ cables in length ; it"*

**Page 354.**—Line 29 : *Delete "(Cordaleo)"*

Lines 31-35 : *Delete "a detached" to "offshore." and substitute :—*

"there are depths of 4 fathoms (7<sup>m</sup>3) about one mile south-south-westward of Çalı burnu and about 1½ miles south-eastward of the same point is Pelican spit, on which there is a depth of 3½ fathoms (6<sup>m</sup>4) about a mile offshore. Depths on Pelican spit are liable to change."

Line 47 : *Delete "(Jackal)"*

Line 54 : *Delete "(Keos Tepeh)"*



**Page 355.**—Lines 3-4 : *Delete* " (Yeferaki river) "

Line 16 : *Delete* the comma after Darağac.

*After* line 16 *insert* :—

A 4-fathom (7<sup>m</sup>3) patch lies about 2½ cables west-north-westward of Darağac burnu.

*After* line 24 *insert* :—

A 4-fathom (7<sup>m</sup>3) and a 4½-fathom (8<sup>m</sup>2) patch lie about 4½ and 7 cables, respectively, north-north-eastward of Darağac burnu.

Line 31 : *After* " **Buoyage.**—" *insert* " **Beacon.**—"

Line 33 : *For* " the banks " *read* " Pelican spit "

Lines 37-39 : *Delete* " green," to " flash " and *substitute* " green and marked " W," exhibits a *green group flashing* light showing two flashes *every ten seconds*, and the north-eastern, painted red, exhibits a *red group flashing* light showing two flashes "

Lines 42-43 : *Delete* and *substitute* :—

A black beacon, surmounted by a triangle, point up, stands on the northern side of the harbour about 1¾ miles north-eastward of Yeni Kale.

A black buoy, surmounted by a ball, is moored on the southern side of Kathura spit, on the northern side of the harbour, about three-quarters of a mile southward of the beacon just mentioned.

**Page 356.**—Line 12: *Delete* " (Smyrna) "

Line 13 : *For* " Güzelyah " *read* " Güzelyalı "

**Page 358.**—Line 19 : *For* " Smyrna " *read* " İzmir "

Line 20 : *Delete* " (Port Abri) "

Line 22 : *Delete* " a mole " to " pier " and *substitute* " Passport pier at the northern end and a large pier "

Line 23 : *After* " end " *insert* " ; depths of 6 fathoms (11<sup>m</sup>0), or less, extend about one cable seaward from the detached breakwater "

Lines 23-24 : *For* " 3 fathoms (5<sup>m</sup>5) " *read* " from 2 to about 4 fathoms (3<sup>m</sup>7 to about 7<sup>m</sup>3) "

Line 28 : *For* " customs house " *read* " southern "

Line 31 : *For* " The mole " *read* " Passport pier "

Line 34 : *After* " Port " *insert* " , Customs "

Lines 35, 36 : *For* " northern mole " *read* " Passport pier "

*After* line 38 *insert* :—

In 1949, H.M.S. *Newcastle* anchored with Passport pier light-structure bearing 130°, distant 4 cables ; this berth is suitable for large vessels and is clear of traffic entering and leaving the harbour.

A light is exhibited, at an elevation of 16 feet (4<sup>m</sup>9), from the southern extremity of the detached breakwater.

Line 39 : *Delete* " occasionally "

Line 42 : *Delete* " (Smyrna) "

**Page 359.**—Line 1 : *For* " Smyrna " *read* " İzmir "

*After* line 15 *insert* :—

There are several tugs ; one water boat of about 200 tons capacity is available ; the number of lighters normally available is from 30 to 40, but during the fruit export season the number is greatly increased.

Line 30 : *Delete* " from tips "

**Page 362.**—Line 25 : *For* " Narlı Dereh " *read* " Narlı Dere (Narlı Dereh) "

**Page 363.**—Line 49 : *For* “ Madaliç ” *read* “ Mardaliç ”

**[Page 364.**—Line 52 : *For* “ Port Ajano ” *read* “ Bademli Limanı ”]  
**[Line 53 : Delete** “ (Port Ajano) ”**]**

**Page 365.**—**[Line 1 : For** “ Port Ajano ” *read* “ Bademli Limanı ”**]**

**[Line 2 : After** “ between ” *insert* “ Pisa burun,”**]**

**[Line 7 : Delete** “ (Cane or Ajano islands) ”**]**

**[Line 10 : Delete** “ (Makro nisi) ”**]**

**[Lines 10, 14-15, 18, 19, 29-30 : For** “ Kalbur ada ” *read* “ Kalemadasi ”**]**

Line 16 : *For* “ cable.” *read* “ cable ; a shoal, with a depth of  $4\frac{1}{2}$  fathoms ( $8^m2$ ) over it, lies about three-quarters of a cable north-westward of the south-western extremity of the island.” **[and delete** “ (Aluja) ”**]**

**[Lines 18, 24, 28 : For** “ Garip ada ” *read* “ Garipadasi ”**]**

**[Lines 21, 26, 28 : For** “ Nikolo rocks ” *read* “ Güvercin kayasi ”**]**

Line 28 : *After* “ **[Garipadasi ;]** ” *insert* “ a shoal, with a depth of  $4\frac{1}{2}$  fathoms ( $7^m8$ ) over it, lies about  $3\frac{1}{2}$  cables north-north-eastward of the northern extremity of the latter ; ”

**[Lines 30-31 : Delete** “ the ” to “ Limani ” and *substitute* “ Pisa burun ”**]**

Line 52 : *For* “ A mountain,” *read* “ In 1945, it was reported that further shoaling had taken place in this vicinity and that the water fringing the coast was discoloured. This part of the coast should be given a wide berth.

Kourtéri, a mountain ”

**Page 366.**—Line 1 : *Delete and substitute* :—  
*Chart 1664.*

Lines 5-7 : *Delete* “ Town ” to “ port.” and *substitute* :—

**Mitilíni harbours.**—**Lights.**—**Light-buoy.**—The port of Mitilíni consists of two small harbours, known as Vorió limín and Notió limín, lying on the northern and southern sides, respectively, of a small peninsula ; the town of Mitilíni, the capital of Lésvos, is situated on the isthmus between the two harbours.

Line 9 : *Add* :—A white house surmounted by a mast, from which a light was formerly exhibited, stands on the point eastward of the citadel.

Line 10 : *For* “ 1928, was 27,870 ” *read* “ 1948, was 29,190 ”

Line 13 : *Add* :—The cathedral, which also is conspicuous, stands on the isthmus between the harbours.

A light (*Lat.*  $39^{\circ} 07' N.$ , *Long.*  $26^{\circ} 35' E.$ ) is exhibited, at an elevation of 69 feet ( $21^m0$ ), from an iron framework pylon on the roof of a dwelling situated eastward of the citadel, near the north-eastern extremity of the peninsula.

**[Lights** are exhibited, at elevations of 82 and 32 feet ( $25^m0$  and  $9^m8$ ), from radio masts at an airport close to the coast about  $3\frac{1}{2}$  miles south-south-eastward of the citadel at Mitilíni.**]**

Lines 14-18 : *Delete* “ North ” to “ weed,” and *substitute* :—

“ **Vorió limín.**—Vorió limín, the northern harbour, is more commodious than Notió limín, on the southern side of the isthmus. There are depths of 7 fathoms ( $12^m8$ ), sand and weed, in the entrance to the harbour,”

Page 366 continued.

Lines 19, 27, 29 : For " port " read " harbour "

Line 31 : For " ports " read " harbours "

Lines 33-53 : Delete and substitute :—

*Notiό limín.*—Notiό limín, the southern harbour, is the better harbour and is more frequented ; the entrance is protected from eastward by a breakwater about 2 cables in length, the outer end of which was, in 1950, under construction.

A red [can] light-buoy, exhibiting a green flashing light every [three] seconds, is moored southward of the construction works at the outer end of the breakwater ; the light on the light-buoy is difficult to distinguish from the lights of the town.

North-west quay extends south-westward from the root of the breakwater, and the entrance to the harbour lies between a [conical] buoy, marking shoal water off the south-western end of this quay, and the head of a mole which extends eastward from the coast.

Lights are exhibited at elevations of [29 feet (8<sup>m</sup>8)] from concrete columns on huts, one on either side of the entrance of Notiό limín.]

The entrance is narrow, with a greatest depth of about 20 feet (6<sup>m</sup>1), and should be navigated with caution by vessels drawing more than 10 feet (3<sup>m</sup>0).

Within the harbour, general depths are from 18 to 20 feet (5<sup>m</sup>5 to 6<sup>m</sup>1). The harbour is quayed and the quays are plentifully equipped with bollards to which vessels secure stern-to, with depths of from about 6 to 12 feet (1<sup>m</sup>8 to 3<sup>m</sup>7) alongside ; one one-ton hand crane is available at the quayside on the northern side of the harbour. Except during north-easterly winds the most sheltered berth is situated near the southern end of the western quayside, but this is usually occupied by caiques ; if these winds are strong and continuous it should be noted that depths within the harbour are liable to decrease by as much as 2 feet (0<sup>m</sup>6).

A conspicuous monument, consisting of a granite tower 50 feet (15<sup>m</sup>2) in height, stands near the coast about half a mile northward of the root of the breakwater, and a conspicuous church is situated on the western side of this harbour.

Page 367.—Lines 2-3 : Delete.

Line 5 : For " southern mole " read " breakwater "

Line 6 : For " South port " read " Notiό limín "

Line 14 : For " southern breakwater." read " breakwater of Notiό limín. A vessel can lie, heading 225°, with both anchors down ahead and her stern secured to a bollard situated 265 feet (80<sup>m</sup>8) southward of the root of the breakwater."

Line 21 : Delete and substitute :—

Four lighters, of 150, 100, 80 and 60 tons capacity, respectively, and several smaller lighters are available ; there are no tugs.

There is a fuel oil storage of 600 tons, and a fuel tanker of that capacity is available for supplying vessels at anchor.

A small but well-equipped workshop, where minor repairs can be carried out, is maintained. In Voriό limín, there is a slipway capable of accommodating craft up to 150 tons.

Lines 23-25 : Delete and substitute :—

Water is laid on to the quays, and to the breakwater berth of Notiό limín, but there is no water boat.

There is a hospital.

*Page 367 continued.*

Line 45 : *After* " 1916," *insert* " and again, in 1941,"

**Page 368.**—Lines 2-3 : *Delete* and *substitute* :—

" was reported, in 1946, to extend considerably further westward than charted. Uncharted shoals were reported north-eastward of a line drawn 315° from Kurbağa burnu.

A shoal, with a depth of 3½ fathoms (5<sup>m</sup>9) over it, was reported, in 1941, in the middle of the bay about 2¼ miles north-north-westward of the charted position of Suna point."

**Page 370.**—*After* line 13 *insert* :—

A light is exhibited, at an elevation of 59 feet (18<sup>m</sup>0), on Rowley point.]

Line 28 : *After* " Dangers.—" *insert* " Lights.—"

Line 41 : *After* " exhibited " *insert* " , from a white concrete block,"

Line 43 : *After* " light," *insert* " a red conical buoy is moored on the northern side of the pass, and a red can buoy on the southern side ; further eastward,"

**Page 371.**—Line 19 : *Delete* " and " to " beacon " and *substitute* " which "

Line 21 : *Delete* " then close " to " buoy,"

Lines 23-24 : *Delete* " , and " to " piers "

**Page 372.**—Lines 21-22 : *For* " the Gulf of Yéra " *read* " Kólpos Yéras ""]

**Line 27 :** *Delete* " (Simblo) ""]

**Line 29 :** *For* " The Gulf of Yéra (Iero) " *read* " Kólpos Yéras ""]

**Line 31 :** *Delete* " (Foul point) ""]

**Line 32 :** *Delete* " (Balbi) ""]

**Lines 33-34 :** *Delete* " (Prophylaki) ""]

**Page 373.**—**Line 13 :** *For* " Gulf of Yéra " *read* " Kólpos Yéras ""]

**Lines 13-14 :** *For* " the Gulf of Yéra " *read* " Kólpos Yéras ""]

**Line 19 :** *For* " Port Iero or Olivieri " *read* " Kólpos Yéras ""]

Line 28 : *After* " house " *insert* " ; the bluff at the western end of Mount Petras is also [a good landmark]"

Lines 32-34 : *Delete* " The north-eastern " to " " Foul point. " "

**Line 36 :** *Delete* " (Dexia point) ""]

**Line 37 :** *Delete* " (Aristeno point) ""]

**Line 39 :** *Delete* " (Mid) ""]

**Page 374.**—**Lines 1, 36 :** *For* " Port Iero or Olivieri " *read* " Kólpos Yéras ""]

Lines 4-6 : *Delete* " The " to " chequers."

Line 11 : *Delete* " are " to " and " and *substitute* " is a jetty at Pérama and two piers are situated in the vicinity "

**Lines 14-15, 25, 38 :** *For* " the Gulf of Yéra " *read* " Kólpos Yéras ""]

**Line 20 :** *Delete* " (Sidero) ""]

*After* line 22 *insert* :—

**Light.**—A light is exhibited, at an elevation of 30 feet (9<sup>m</sup>1), from a wooden mast on the jetty at Pérama.

**After** line 27 *insert* :—

Page 374 continued.

Anchorage is prohibited in an area, indicated on the chart by pecked lines, about  $1\frac{1}{2}$  miles north-westward of Cape Aristeró, on account of a cable laid across the narrows in the entrance of Kólpos Yéras.]

**[Page 375.—After line 44 insert :—**

**Outlying bank.**—Sinaia bank, with a least depth of 48 fathoms (87<sup>m</sup>8), lies about 17 miles south-south-westward of Cape Kópanos.]

**Page 377.**—Line 3 : *Add* :—It was reported, in 1944, that the central of the three piers was damaged and that the southern one was submerged.

Lines 8-11 : *Delete* \_\_\_\_\_

**[Line 12 : For " The " read " Beacon.—The "]**

Line 13 : *Add* :—This beacon, due to its cant, has the appearance of the mast of a sunken boat.

Lines 14-**[28]** : *Delete*.

**Page 379.**—Line 50 : *For* " 193 feet (58<sup>m</sup>8) " *read* " 180 feet (54<sup>m</sup>9) "

**Page 381.**—Lines 31-33 : *Delete*.

Line 35 : *After* " Dangers.—" *insert* " Light.—"

**Page 382.**—*After* line 10 *insert* :—

A light is exhibited, at an elevation of 98 feet (29<sup>m</sup>9), from a white iron tower on a concrete base, on the headland situated about 7 cables east-north-eastward of Cape Mólivos.

Lines 52-53 : *Delete* " 62 " to " tower " and *substitute* " 52 feet (15<sup>m</sup>8), from a white concrete tower and dwelling "

**Page 383.**—Line 9 : *After* " KÖRFEZİ.—" *insert* " Light.—"

*After* line 48 *insert* :—

A light is exhibited, at an elevation of 32 feet (9<sup>m</sup>8), from a white tower on Kara burun.

**Page 387.**—Line 28 : *After* " Aspró " *insert* a comma.

**Page 388.**—Line 6 : *Delete* " by a pecked line "

Line 9 : *Delete* " Anchorage " to " chart," and *substitute* " A telegraph cable, indicated on the chart, is also laid "

Line 12 : *For* " on a line joining " *read* " between "

Line 13 : *After* " Límni " *insert* " , where foul ground, caused by sunken obstructions, exists "

**[Lines 49-51 : Delete.]**

**Page 389.**—Lines 20-21 : **[Delete** " 35 " to " column " and *substitute* " 33 feet (10<sup>m</sup>1), from an iron framework structure on a square hut "]

**[Line 24 : After** " high " *insert* " ; it is in the form of a large whitish concrete pyramid with a black " club " shape on its southern side and is very conspicuous."]

**Page 390.**—Line 7 : *For* " Light.—" *read* " Buoys.—Obstructions.—"

Page 390 continued.

【Lines 19-20 : *Delete* “ , and ” to “ cape ”】

Line 20 : *Add* :—It was reported, in 1945, that these windmills were not easily distinguished.

Lines 23-33 : *Delete* and *substitute* :—

“ 1945, that the timber extension to this pier was broken in two places, 【but in 1952 small fishing craft could use the shore end.】

Main pier, formerly known as French pier, lies close northward of Town pier. The original pier was of stone, but there is now a timber extension, alongside which are depths of 10 to 14 feet (3<sup>m</sup>0 to 4<sup>m</sup>3).

North-west jetty, constructed of timber, lies about 1½ cables north-north-westward of Main pier and has depths of about 6 to 7 feet (1<sup>m</sup>8 to 2<sup>m</sup>1) alongside its outer part.

Australian pier extends west-north-westward from Cape Pavlós.

Line 36 : *Add* :—It was reported, in 【1952, that only the main pier was in good usable condition.】

【Black】 conical buoys are moored about 1½ and 3 cables, respectively, north-westward of the head of Town pier. Obstructions are reported to lie close southward of these buoys.

【Page 392.—Line 20 : *Add* :—In 1952, H.M.S. *Challenger* used East pass when leaving Mudros, keeping Yrroc hill ahead, bearing 203½°; on this bearing both Yrroc and Eb hills are conspicuous, the former being conical and the latter rounded.】

*Middle pass.*—In 1952, H.M.S. *Challenger* entered by way of Middle pass, steering 335° for the southern extremity of Álogo, and altering course to steer for Kaloyeráki beacon when it bore 018°; course was again altered, towards East Mudros, when the southern end of Álogo bore 243°.】

【Lines 21-29 : *Delete.*】

【Lines 31-33 : *Delete* “ bring ” to “ southern ” and *substitute* :—

“ steer for a position about 4 cables south-westward of the south-western ”】

**Page 393.**—Line 17 : *Add* :—There is a small wooden jetty in the vicinity of the Customs house.

Line 22 : *Delete* “ anchor ” to “ offshore.” and *substitute* :—

“ can lie stern-to the end of the jetty, or anchor close off with good mud holding ground.”

Line 47 : *Delete* “ Buoy.—”

Line 50 : *Delete* “ conspicuous white ”

**Page 394.**—Line 7 : *After* “ harbour,” *insert* “ protected by a breakwater.”

Line 8 : *Add* :—In 1951, a pier, about 500 feet (152<sup>m</sup>4) in length, extending from the northern side of the bay in a south-westerly direction, was under construction.

Line 23 : *For* “ Light ” *read* “ Lights ”

*After* line 26 *insert* :—

A light is exhibited, at an elevation of 16 feet (4<sup>m</sup>9), from a concrete post, 13 feet (4<sup>m</sup>0) in height, situated on the head of the small break-water, about 2 cables south-eastward of the castle.

*Page 394 continued.*

Line 29 : *For* " the northernmost of some windmills " *read* " a windmill "

**[After line 48 insert :—**

**Light.**—A light is exhibited, at an elevation of 217 feet (66<sup>m</sup>1), from a truncated iron pyramid, 10 feet (3<sup>m</sup>0) in height, on the western extremity of Cape Mourtzeflos.]

Line 53 : *After* " wide ; " *insert* " a shoal, with a depth of 2½ fathoms (4<sup>m</sup>6) over it, lies in the middle of the passage about 3½ cables south-south-westward of the south-eastern extremity of Seryitsi ; "

**Page 395.**—*After* line 22 *insert* :—

**Off-lying banks.**—Banks with depths of 14 and 15 fathoms (25<sup>m</sup>6 and 27<sup>m</sup>4) over them, respectively, lie about 3½ miles north-north-eastward and 3 miles north-north-westward of Cape Pláka.

**Page 396.**—*After* line 23 *insert* :—

A shoal, with a depth of 2½ fathoms (5<sup>m</sup>0) at its eastern end, lies between positions about 9 cables east-south-eastward and 7 cables south-south-eastward of Cape Petsiá.

Line 39 : *Add* :—A 1¾-fathom (3<sup>m</sup>2) head lies about 2½ miles westward of Anatolí rocks.

**Page 399.**—Lines 21-22 : *Delete* " 190 " to " burnu." and *substitute* :—" 112 feet (34<sup>m</sup>1), on Oinos point."

Lines 26-28 : *Delete* " 59 " to " adası." and *substitute* " 31 feet (9<sup>m</sup>4), from a concrete tower on a concrete base on Little Gadaro."

Lines 52-53 : *Delete* " Fener " to " 352°." and *substitute* " Little Gadaro light-tower bearing 341°."

**Page 400.**—Line 36 : *For* " side " *read* " sides "

Line 49 : *For* " 72 feet (21<sup>m</sup>9) " *read* " 105 feet (32<sup>m</sup>0) "

**Page 401.**—Line 12 : *For* " Shimal " *read* " Şimal (Shimal) "

Lines 18, 19 and 29 : *For* " Shimal " *read* " Şimal "

Line 22 : *For* " Yeni-shehr " *read* " Yeni şehir (Yeni-shehr) "

**Page 402.**—Line 22 : *Delete* " Fener " to " 215°." and *substitute* " Little Gadaro light-tower bearing about 216°."

Line 52 : *For* " Yeni-shehr " *read* " Yeni şehir "

**Page 403.**—Lines 48 and 54 : *For* " Yeni-shehr " *read* " Yeni şehir "

**Page 404.**—Lines 5, 6, 12, 13, 14, 21, 32 and 33 : *For* " Yeni-shehr " *read* " Yeni şehir "

Line 24 : *After* " offshore ; " *insert* " detached shoals, with depths of 5 and 4½ fathoms (9<sup>m</sup>1 and 8<sup>m</sup>2) over them, lie about 9 and 5 cables westward of Kumkale ; "

Line 28 : *For* " mast on a white house " *read* " white stone tower "

Lines 30-34 : *Delete* and *substitute* :—

**Caution.**—**Anchorage.**—**Current.**—For Caution against anchoring see below.

Line 35 : *Delete* " , however,"

*Page 404 continued.*

Line 44 : For " and 2429 " read " , 2429 and 1608 "

Line 46 : For " **Aspect.**—" read " **Caution.**—Vessels are warned not to anchor or fish in the area indicated on the charts by pecked lines in, and in the approaches to, the entrance to Çanakale boğazı. **Aspect.**—"

Line 48 : \_\_\_\_\_

**Page 405.**—Lines 7, 9, 10 and 38 : For " Yeni-shehr " read " Yeni şehir "

Line 23 : After " Helas burnu " insert " ; several detached shoals, with depths of  $4\frac{1}{2}$  and 5 fathoms ( $8^m2$  and  $9^m1$ ) over them, lie about 3 cables offshore, the positions of which may best be seen on the chart, and a  $5\frac{1}{2}$ -fathom ( $10^m4$ ) shoal lies about 5 cables south-westward of Seddülbahir "

Line 47 : Add :—In 1948, the stone pier was in ruins.

**Page 406.**—Lines 19 and 22 : For " Shimal " read " Şimal "

Line 20 : For " Yeni-shehr " read " Yeni şehir "

**Page 407.**—Line 7 : For " Yeni-shehr " read " Yeni şehir "

【After line 16 insert :—

**Speed of vessels.**—For regulations with regard to speed, see page 22.】

**Page 409.**—Below the bottom view facing this page : After " Mt. Elias " insert a comma.

**Page 411.**—Line 24 : After " rock.—" insert " **Beacon.**—"

Line 29 : For " the other " read " a beacon painted in black and white bands and surmounted by a black ball, 11 feet ( $3^m4$ ) in height, stands on this part of the rock. The other "

View facing this page : For " Gelfbolu " read " Gelibolu "

After line 36 insert :—

**Caution.**—Although the geographical position of Samothráki is correct on the 1918 edition of chart 1087, its position relative to the mainland, northward, on that chart is not correct. See the Note on chart 1087.

**Page 412.**—Line 39 : For " Kislar dağ " read " Kışlar dağ "

**Page 414.**—Line 28 : For " Port Baklar " read " Bakla limanı "

After line 36 insert :—

The head of Saros körfezi is entered between Bostan burnu and Bakla burnu (Lat.  $40^{\circ} 33' N.$ , Long.  $26^{\circ} 45' E.$ ).

Line 37 : For " Xeros islands " read " Saros adalari "

Lines 45-46 : Delete.

Line 47 : Delete " (Xeros islands) "

Line 49 : Delete " (Xeros) "

Line 54 : After " islets " insert " , Xero-mikro and Saros adacığı, "

**Page 415.**—Lines 1, 32 : For " Xeros islands " read " Saros adalari "

Line 5 : Add :—See view on plan.

Line 6 : For " Port Baklar " read " Bakla limanı "

Line 7 : Delete " (Port Baklar) "



*Page 415 continued.*

Line 10 : *For " shoal " read " bank "*

Line 34 : *After " and " insert " Xero-mikro, the western of "*

**Page 416.**—Line 34 : *For " 446 " read " 246 "*

**Page 418.**—APPENDIX II : *After " Thessaloniki " insert :—*

Kavalla	Deep	10 to 16 fms.	1½	—	24 to 32 feet alongside breakwater and East Quay.
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**Page 422.**—Heading of table : *For " Long. 23° 0' W. " read " Long. 23° 0' E. "*

**Page 428.**—Lines 20 and 25 : *For " Bairakli " read " Bayrakli "*

**Page 429.**—APPENDIX V : Left-hand column : *For " Page 27, Line 37 " read " Page 27, Line 38 "*

*For " Page 30, Line 3 Dhiváki village Timbáki " read " Page 30, Line 3 Timbákion village Dhiváki "*

**Page 430.**—APPENDIX V : Reference to Page 50, Line 34 : *For " Prasonísi " read " Prasonísi "*

**Page 431.**—APPENDIX V : Left-hand column : *For " Page 72, Line 42 " read " Page 72, Line 41 "*

**Page 432.**—APPENDIX V : Left-hand column : *For " Page 92, Line 29 " read " Page 92, Line 30 "*

*For " Page 102. Line 40 " read " Page 102, Line 41 " in both places.*

*Page 114, Line 43 : Delete all details, and insert " 114 " before " 48 Sousáki, Cape "*

**Page 438.**—APPENDIX V : Reference to Page 224, Line 35 : *For " Strimóm " read " Strimón "*

Left-hand column : *For " Page 228, Line 26 " read " Page 228, Line 25 "*

*For " Page 228, Line 30 " read " Page 228, Line 29 "*

*For " Page 228, Line 41 " read " Page 228, Line 40 "*

*For " Page 228, Line 44 " read " Page 228, Line 43 "*

**Page 439.**—APPENDIX V : Left-hand column : *For " Page 322, Line 33 " read " Page 322, Line 31 "*

**Page 440.**—APPENDIX V : Reference to Page 334, Line 6 : *For " Makritópetra " read " Makrilópetra "*

**Page 441.**—APPENDIX V : Left-hand column : *For " Page 380, Line 11 " read " Page 380, Line 10 "*

**[Page 457.**—*After " Évripos strait, Lights " insert " Tidal streams . . . . 181 " ]*

## NEW AND ALTERED NAMES.

The following list gives new names and alterations in old names which will be adopted in all Hydrographic publications affected as opportunity occurs :—

New name.	Page of Pilot.	Obsolete name.
Ada burnu . . . . .	285	Uzun point
Agios Nikola monastery . . . . .	34	—
Alkioni bank . . . . .	334	—
Altm ada . . . . .	316	Panağya ada
Ambeli bay . . . . .	124	—
Amfipolis . . . . .	236	—
Amfitriti bank . . . . .	197	—
Angelokhorí village . . . . .	219	—
Arápis islet . . . . .	164	Dóros
Asin kórfezi . . . . .	318	Asen kórfezi
Asin limanı . . . . .	320	Isene, Port
Aspri, Cape . . . . .	306	—
Ata islet . . . . .	276	—
Ayfa Irfni church (Port Áyios Nikólaos) . . . . .	127	—
Ayfa Triás church (Port Áyios Nikólaos) . . . . .	127	—
Áyioi Anáryiroi church (Port Áyios Nikólaos) . . . . .	127	—
Áyios Dhimítrios, Cape . . . . .	125	Áyios Dhimítris, Cape
Áyios Ilias ; Skíros . . . . .	195	St. Elias
Áyios Ionnis . . . . .	184	—
Áyios Nikoloas (S. Nikoloa) . . . . .	168	—
Áyios Nikolaos church ; Poros . . . . .	95	—
Áyios Yeóryios church (Port Áyios Nikólaos) . . . . .	127	—
Ba-i-Koutsi . . . . .	107	—
Bağlar burnu . . . . .	285	Baglar burnu
Bekçi . . . . .	291	—
Boutouri, Cape . . . . .	95	Budúri, Cape
Çam alti . . . . .	288	→
Çesme kórfezi . . . . .	338	Chesme
Chiophira river . . . . .	45	—
Condrimiti, Cape or Chontri-Myti . . . . .	295	—
Dápia, Limín . . . . .	81	—
Değirmen burnu . . . . .	286	Khatar point
Değirmen burnu . . . . .	349	Deirmen burnu
Dhespoti reef . . . . .	135	—
Dhriopis village . . . . .	125	Sillacca, Sílaka
Eb hill . . . . .	392	—
Esoterikos basin . . . . .	108	Megás harbour
Far Adelari . . . . .	315	Tarandakia islets
Galatia bank . . . . .	192	—
Garipadasi . . . . .	365	Garip ada

NEW AND ALTERED NAMES—*continued.*

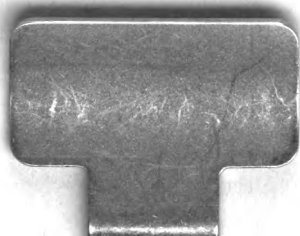
New name.	Page of Pilot.	Obsolete name.
Garp point . . . . .	289	—
Glavki bank . . . . .	214	—
Glaro island . . . . .	202	—
Gökova iskele . . . . .	291	Iskele
Gonia ; Kríti . . . . .	37	—
Granite point . . . . .	154	—
Güllük . . . . .	319	Küllük (Chulukioi)
Güvercin kayasi . . . . .	365	Nikolo rock
Güzel Canli . . . . .	327	Ghiour Changli
İç ada . . . . .	285	Çarpan adası
İncir limanı . . . . .	331	Port Sikia
Ira bank . . . . .	192	—
Kalemadası . . . . .	365	Kalbur ada
Kamaria, Cape . . . . .	337	—
Kara dağ point . . . . .	339	—
Karadere . . . . .	314	—
Karga adası . . . . .	286	Uçan ada
Kasalkoy . . . . .	320	—
Kastamoneta monastery . . . . .	231	—
Katar point . . . . .	286	—
Katar rocks . . . . .	265	—
Kathura spit . . . . .	355	—
Katounia . . . . .	184	—
Khaidhevto village . . . . .	242	—
Kherronisos village . . . . .	122	—
Khíos harbour . . . . .	339	Scio, Port
Khorio village . . . . .	135	—
Khortiatís . . . . .	221	Hortiach, Mount
Kólias, Cape . . . . .	125	Kólia, Cape
Koumbara bay . . . . .	135	—
Kourtéri . . . . .	365	—
Kovala limanı . . . . .	321	Kovela liman
Kümbet körfezi . . . . .	286	Kümbed bükü
Kuşadas town (Skala Nuova)	328	Kuşadası town (Skala Nuova)
Lagos village . . . . .	243	Portolágo village
Lemin Sisi . . . . .	47	—
Lintaviana . . . . .	41	—
Manganitis . . . . .	310	—
Manitas bay . . . . .	135	—
Margariti island . . . . .	337	Margaritís
Marmari, Baia di . . . . .	254	—
Mármaro, Port . . . . .	336	Mámaro bay
Megalo bay . . . . .	131	—
Meloyi bay . . . . .	306	—
Meşrik point . . . . .	286	—
Mira, Isola di . . . . .	250	Prassu nisi
Molos . . . . .	188	—

NEW AND ALTERED NAMES—*continued.*

New name.	Page of Pilot.	Obsolete name.
Narli Dere . . . . .	362	—
Νάυπλιου bay . . . . .	84	Νάυπλιον]
Nea Mikhaniona village . . . . .	219	—
Nea Parama . . . . .	236	—
Panagia point, Aggria bay . . . . .	350	—
Parápanda, Port . . . . .	337	Parápanda bay
Passalimani . . . . .	106	Zéa harbour
Petras, Mount . . . . .	373	—
Πισα burun . . . . .	365	—]
Pláka, Cape . . . . .	40	Pottier point
Πλακα village ; Kríti . . . . .	48	—]
Prolimon . . . . .	108	Léon (Leontos) harbour
Psalidhi, Cape . . . . .	282	Luro point
Psarometókhion bay . . . . .	124	—
Πσathonisi . . . . .	320	Psatho]
Rafina bay . . . . .	168	—
Roidhitsa . . . . .	184	—
Σ. Georgio, Mount . . . . .	72	—]
Saros adaciği . . . . .	414	—
Σchisma . . . . .	48	—]
Σedef burnu . . . . .	321	Kovela burun]
Σigacik Limani . . . . .	330	Sighajik harbour]
Σinaia bank . . . . .	375	—]
Stakti point . . . . .	131	—
Stalamata, Cape . . . . .	184	—
Stenón Dhísvaton . . . . .	159	Dhísvaton strait (Steno pass)
Τεκ Ağac banki . . . . .	316	Posidium, The]
Τιγάνι limín . . . . .	322	Τιγάνι harbour]
Timbákion . . . . .	30	Dhiváki
Τoprak ada . . . . .	317	Kapota ada]
Τorba . . . . .	315	Torbo]
Tourkolimano . . . . .	105	Mounikhía harbour
Tripiti, Cape . . . . .	122	—
Τriplasia point . . . . .	197	—]
Tsoukala rock . . . . .	122	—
Varvil koyu . . . . .	318	Bergyia creek]
Βαθι Méthana light . . . . .	96	—]
Vigla, Cape (Íos island) . . . . .	135	—
Vistonikos bay . . . . .	243	Lágo (Kara-Agatch) bay
Volos, Cape . . . . .	124	—
Xero-mikro . . . . .	414	—
Yeni Şehir . . . . .	40	—
Υέρας, Kólpos . . . . .	318	Gulf of Yéra, The]
Υrroc hill . . . . .	392	—]
Zephyros point . . . . .	298	—

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